





Old Dartmouth  
Historical Society



NBW 1944  
GIFT OF

Amanda Owen Abli# Mullane

2022.25.2





Leander

be per 98

White

230

Leander,  
*(Signature)*



Mr. W. P. W.

Leander

Mr. Charles W. Leander







SHIP. RAMBLER  
SHIP. RAMBLER  
WAIST. BOATS  
STARBOARD.







3  
This is presented to Leander C. Crown  
by Omi. E. Parker at Springfield Mass. U.S.  
on the 26<sup>th</sup> of September 1852. with the request  
that he (Leander) will keep a journal of  
the voyage of 2 1/2 years which he intends  
going on the first of October from N. Bedford  
Mass. in the good ship "Rambler" Capt.  
Willis - With the best wish for health,  
happiness, and prosperity. please accept,  
my dear Cousin, this and remember  
me kindly when far away.  
O. E. Parker

Monday October 4<sup>th</sup> A.D. 1852.

The Writer of this book  
left his Home and Friends to perform the  
Contemplated Voyage with a sad Heart &  
low spirits, But with such kind regards  
& Dear Friends best wishes for my success  
& welfare I think I shall Prosper at least  
I shall make all the efforts that is  
necessary so with a Gentle Good Bye to all  
Friends & Relations I will endeavor to merit  
the favors you all have conferred on me.  
Leander C. Crown.



# Journal, Passage Out.

1 Days Out Tuesday Oct 5<sup>th</sup> 1852  
Commences.

with fresh Breeze and foggy standing to the Southward Midle part moderate and clear so ends this days work employed in fitting the Boats &c

2 Days Out Wednesday Oct 6<sup>th</sup> 1852  
Commences

with fresh breeze from the Westward ship steering to the S.E. Mid part moderate Breeze employed fitting the Boats so ends.

3 Days Out. Thursday Oct 7<sup>th</sup> 1852  
Commences

with fresh Breeze of the S. steering E.S. & saw several schools Blackfish Mid part the same so ends employed fitting the Boats &c

4 Days Out. Friday Oct 8<sup>th</sup> 1852  
Commences

with light Breezes and variable steering E. by S. Mid part light Breezes so ends nothing in sight.

5 Days Out. Saturday Oct 9<sup>th</sup> 1852  
Commences

with light air & calms ship heading to the Eastward. 5<sup>th</sup> P.M. lowered the Boats to practice the Man Mid part light air and calms so ends 1 ship in sight.



# Journal. Passage Out.

6 Days Out

Sunday Oct 10<sup>th</sup> 1852

Commences

with fresh Breezes from the Northward ship steering E. by S. at 3<sup>4</sup> P.M. lowered 1 Boat for Blackfish but without success. Mid part fresh Breezes so ends employed fitting the Boats &c

7 Days Out

Monday Oct 11<sup>th</sup> 1852

Commences

with light Breezes and a heavy swell ship heading E. S. E. 2 Ships in sight Mid part light Breezes so ends employed setting up the Rigging and fitting the Boats

8 Days Out

Tuesday Oct 12<sup>th</sup> 1852

Commences

with fresh Breezes from the S. S. W. ship steering E. S. E. Mid part strong Breezes hauled the light sails & reefed the Topsails at 10 A.M. sent down the Royal yards so ends.

9 Days Out

Wednesday Oct 13<sup>th</sup> 1852

Commences

with strong gales from the North steering E. by S. the fore & Main Topsails furled Mid part moderate set the Fore & Main Topsails so ends quite sweet tea.



# Journal Passage Continued

10 Days Out

Thursday Oct 14<sup>th</sup> 1852

Commences

with moderate Breezes from the N.W.  
E. heading E. by S. mid part light  
Breezes ~~so~~ ends employed in various  
dutys.

11 Days Out

Friday Oct 15<sup>th</sup> 1852

Commences

with light Breezes from the S.E.  
E. heading E. employed sending  
up the sturion, said Booms and  
Royal Yard. & Sail mid part fresh  
Breezes so ends nothing in sight.

12 Days Out

Saturday Oct 16<sup>th</sup> 1852

Commences

with fresh Breezes from the S. heading  
E by S  $\frac{1}{2}$  S at 3 $\frac{1}{2}$  P.M. raised a school  
of sperm Whales, lowered 3 Boats and gave  
chase, but the whales were going  
to the windward so fast that, at



Raised by sun down returned with an  
S.C. Unsuccessful Chase. Oh! dear a bad  
beginning makes a good ending as  
the old saying is & I hope it will  
prove true mid part fresh Breezes  
so ends employed setting up the  
Rigging.



Journal, Passage Continued.  
13 Days Out

Sunday Oct 17<sup>th</sup> 1852

Commenced  
with light Breezes from S.W. Steaming  
Eby. S. & employed in ship duty.  
Mid part light Breezes ~~and~~ ends  
nothing in sight.

14 Days Out

Monday Oct 18<sup>th</sup> 1852

Commenced  
with light air steaming E by S nothing  
in sight Mid part light air and calm  
so ends employed tracking out the after hold  
for stores

15 Days Out

Tuesday Oct 19<sup>th</sup> 1852

Commenced  
with light air & Calm Mid part  
some rain so ends 2 sails in sight.

16 Days Out

Friday Oct 20<sup>th</sup> 1852

Commenced  
with light air hustling E by S. p. &  
employed in ship duty Mid part  
Rising some ends with 2 sails in sight  
wind baffling



Journal: Passage Continued

27 Days Out

Thursday, Saturday Oct 21<sup>st</sup> 1852

Commences  
with slight & variable winds heading  
to the Eastward mid part moderate  
so ends.

18 Days Out

Friday Oct 22<sup>nd</sup> 1852

Commences  
with strong Breezes from the Northward  
steering to the E. S. E. employed in  
ship charts mid part strong Breezes  
at day light saw land the Island of  
Flores one of the Azores or Western Island  
also saw Corvo which is about 12 miles  
from Flores so ends.

19 Days Out

Saturday Oct 23<sup>rd</sup> 1852

Commences  
with fresh Breezes from the Northward  
steering E. by S. employed in ship charts  
mid part lighter Breezes at sunrise saw  
Faguel & Pico so ends with light and  
drifting winds.



Journal Western Islands.  
20 Days Out

Sunday Oct-24<sup>th</sup> 1852.

Commences

with light air and calm at 2 1/2 P.M. lowered the Bow Boat and the Capt went ashore with his Wife and stopped. The <sup>ship</sup> stood off for the night and fast light Breezes began blowing N. E. so ends.

21 Days Out

Monday Oct-25<sup>th</sup> 1852

Commences

with fresh Breezes from the N. N. E. heading W. at 12 1/2 A.M. tacked ship heading E. N. E. and at 6 tacked again heading W. Min past fresh Breezes at daylight tacked ship heading in shore at 8 A.M. sent the Bow Boat ashore at 11 A.M. the Boat returned so ends laying of and on.

22 Days Out

Tuesday Oct-26<sup>th</sup> 1852.

Commences

with light Breezes laying of on at 2 P.M. received a Bow Boat-load of Provisions at 3 sent the Boat ashore again at 6 the Boat returned, and laying and on for the night at daylight stood in, at 10 A.M. sent the Boat on shore, & at 1 1/2 A.M. the Boat returned & the ship stood off for the day so ends this 24 hours.



# Journal Western Islands,

23 Days Out

Wednesday Oct 27<sup>th</sup> 1852

Commences

with fresh Breezes from the N.E. ship heading S by W. at 4 P.M. tacked ship making in shore at 6 tacked again heading of shore. Mid part fresh Breezes at daylight kept off for the Land and at 11 A.M. lowered the Boat and sent it ashore sends with one sail in sight.

24 Days Out.

Thursday Oct 28<sup>th</sup> 1852

Commences

with fresh Breezes from the S.W. laying off and on with a Boat on shore, at 2 the Boat returns and at 8 went ashore again for the Capt. at 5 P.M. the Capt and his Wife returned on board & put the ship off for clear Water the ship proved to be the Pacific of New Bedford 22 days Out 75 lbs Spruce Oil. Mid part fresh Breezes sends employed in ship duty, also saw a Sulphur bottom.



Journal. Passage Continued,  
25 Days Out

Friday Oct 29<sup>th</sup> 1852.

Commenced  
with strong Breezes from N. E. W.  
Ship heading N. saw 2 ship, and  
a Sloopback, Mid part fresh breezes  
saw 2 more sails and a Sloopbottom  
so ends employed in ship duty

26 Days Out

Saturday Oct 30<sup>th</sup> 1852

Commenced  
with light Breezes from N. E. W.  
Whaler ship heading N. employed in ship  
by Wm. duty. Mid part the same at 8 A  
Simpkins raised a large sperm Whale at 9  
Boatman A. M. lowered 3 boats in pursuit  
of him at 9 1/2 the Capt got on  
to the Whale and the 4 boats struck  
but the Whale soured and took  
the line; then after chasing him  
until about 12 A. M. when the  
boats got on and struck and he  
took his line so ends the Boats  
in chase.



Journal Continued  
27 Days Out

Sunday Oct-31<sup>st</sup> 1852  
Commences

with fresh Breezes and rain  
the Boats still in pursuit  
and at 3 P.M. as good Luck  
would have it the Capt got on  
again and fastened and killed  
the Whale and at 5 got him  
along side and prepared to  
cut him in mid part  
employed in preparations  
for cutting and at daylight  
commenced cutting so well.

28 Days Out

Monday November 1<sup>st</sup> 1852  
Commences

with light Breezes. Employed  
cutting at sunset got the  
Body in and left the Head along  
side over Night. Mid part  
employed clearing the Jaw away  
at daylight commenced to get  
the Head in & build the Case by 2

29 Days Out

Tuesday November 2<sup>nd</sup> 1852

Employed clearing  
away the junk at 12 P.M. started  
the Works same part. Boiling  
so well,

# Journal Continued.

30 Days Out

Wednesday Nov 3<sup>rd</sup> 1832

Commenced

with light breezes employed Boiling  
with nothing in sight. Ship put Boiling  
so ends

31 Days Out

Thursday Nov 4<sup>th</sup> 1832

Commenced

with light breezes employed Boiling &c  
so ends

32 Days Out

Friday Nov 5<sup>th</sup> 1832

Commenced with

light breezes from the N. E. steaming S. S. W.  
at 4 P.M. finished Boiling, the Whale  
turned up 36 bbl, Ship put the same  
so ends

33 Days Out

Saturday Nov 6<sup>th</sup> 1832

Commenced

with light breezes from the N. E. ship  
steaming S. S. W. Ship put whale so ends  
employed stowing down.

34 Days Out

Sunday Nov 7<sup>th</sup> 1832

Commenced

with light breezes from N. E. heading S. S. W.  
employed Coopering & stowing down. Ship  
put the same so ends Lat 23.40 N



Journal Passage Continued  
35 Days Out

Monday Nov 8<sup>th</sup> 1832  
Commences

with fresh Breezes from E.S. &  
steering S. S. W. nothing in sight  
Mid part light breeze so ends fitting  
the Mizzen Topsail.

36 Days Out

Tuesday Nov 9<sup>th</sup> 1832.  
Commences

with light air steering S.W. by  
S. employed lashing the spare  
springs up by the Fore Mast, Mid  
part the same so ends.

37 Days Out

Wednesday Nov 10<sup>th</sup> 1832  
Commences

with light breeze from N.E. steering  
S.W. by S. employed setting up  
the Rigging Mid part fresh breeze  
so ends.

38 Days Out

Thursday Nov 11<sup>th</sup> 1832  
Commences

with fresh breeze from N.E. steering  
S.W. by W. employed in ship duty  
Mid part the same so ends  
employed braking out the  
After Gale.

39 Days Out

# Journal. Passage Continued

Friday Nov 12<sup>th</sup> 1832

Commences

with fresh breezes from N.E.,  
steering S.W. by W. saw a sail,  
which sent light breezes at daylight  
saw the Cape Verde Islands at 10  
A.M. the Capt went on shore in  
St. Jago & at 1 P.M. the Boat returned  
and at 2 P.M. the Mate,

40 Days Out

Saturday Nov 13<sup>th</sup> 1832

Commences

with light breezes with the  
Boat away at 1 P.M. the Boat returned  
and at 2 the Mate went ashore  
with the Boat again, at 3<sup>1/2</sup> P.M.  
returned and steered N. N. W. which  
sent the same as usual.

41 Days Out

Sunday Nov 14<sup>th</sup> 1832

Commence

with light airs steering for  
the Island of Breva this sent  
laying off and in at 8 A.M. lowered  
the Bow Boats & the Capt went  
ashore to find a port for trading  
at 12 A.M. the Boat returned  
with satisfaction as usual.



# Remarks Continued.

42 Days Out.

Monday Nov 15<sup>th</sup> 1832.

Commences  
with fresh Breezes from N.E. at 2  
P.M. lowered the Boat again and the  
Capt. went ashore for the purpose  
of Trading, but did not make  
out much at sunset returned  
with a few Pumpkins, Mushrooms  
& Watermelons &c, Wind fair;  
the same at 7<sup>1/2</sup> A.M. lowered  
the Bow & Waist Boat and went  
ashore for the purpose of Trading  
& at 12 the Boats returned with  
Hogs &c so fresh.

43 Days Out.

Tuesday Nov 16<sup>th</sup> 1832

Commences  
with fresh breezes from N.E. going  
off & on, at 1<sup>1/2</sup> P.M. lowered  
Boats again and went ashore &  
at sunset returned with the  
remainder of the recruits and  
departed away on our course  
again, and I am glad of it  
and do not want to see land  
again for 6 months. Wind fair  
the same so fresh.

# Remarks Continued

44 Days Out

Wednesday Nov 17<sup>th</sup> 1832

Commenced with light Breezes from E. steering S. W. employed in ship duties mid part moderate, employed setting the Main Top Mast - sheeting sail so ended

45 Days Out

Thursday Nov 18<sup>th</sup> 1832

Commenced with fresh Breezes from E. N. E. steering S. employed making Spruce yard &c. Mid part fresh Breezes so ended employed mending spruce yard & Masts &c.

46 Days Out

Friday Nov 19<sup>th</sup> 1832

Commenced with light Breezes from E. steering N. E. & steering at 12 P. M. toward the Woods for Blackfish but without success Mid part considerable rain with thunder and lightning so ended

47 Days Out

Saturday Nov 20<sup>th</sup> 1832

Commenced with light Breezes from E. steering N. E. & employed in ship duties mid part rainy so ended employed making a cutting stage



# Remarks Continued.

48 Days Out.

Sunday Nov 21<sup>st</sup> 1852.

Commences with variable winds and somewhat rain, employed making a button, stage and part variable so ends.

49 Days Out.

Monday Nov 22<sup>nd</sup> 1852

Commences with light airs & squalls with plenty of pinbacks in ship. Part the same so ends somewhat rainy.

50 Days Out.

Tuesday Nov 23<sup>rd</sup> 1852

Commences with variable winds and rain, squally to the windward and squally about decks, mid part the same, so ends employed in ship duty.

51 Days Out.

Wednesday Nov 24<sup>th</sup>

Commences with light breezes from the E. Heaving & employed fitting ship & mid part moderate winds nothing in sight.

# Remarks, Continued, Days Out.

Thursday Nov 25<sup>th</sup> 1852

Commences with light Breezes from S. S. E. heading S. W. employed in ship duty's mid part squally so ends with permission to light.

53 Days Out.

Friday Nov 26<sup>th</sup> 1852

Commences with fresh breezes from S. S. E. ship heading S. W. mid part fresh breezes so ends employed breaking out for water.

54 Days Out.

Saturday Nov 27<sup>th</sup> 1852

Commences with fresh breezes from S. S. E. ship heading S. W. saw a school of Blackfish lowered 2 Boats for them but without success. mid part light breezes so ends employed making new fly jib & yes.

55 Days Out.

Sunday Nov 28<sup>th</sup> 1852

Commences with fresh breezes from S. S. E. ship heading S. W. mid part the same so ends.

Full 01. 17 24

52 Days Out.  
Thanksgiving  
for  
the  
Breeze



Remarks Continued,  
56 Days Out;

Monday Nov 29<sup>th</sup> 1852  
Commences

with strong Trades from S.E.  
Ship heading S.W. Mid part  
sloop & ends employed at  
fitting Block strops & Pulling  
the Topgallant-Rigging &c.

57 Days Out.

Tuesday Nov 30<sup>th</sup> 1852  
Commences

with light Trades from S.E.  
Ship heading S.W. Mid part  
part Bree-seconds employed at  
fitting lifts pulleys &c

58 Days Out.

Wednesday Dec 1<sup>st</sup> 1852  
Commences

with light Trades from S.E.  
Ship heading S.W. Mid  
part light Trades from S.E. do  
ends employed at fitting lifts  
and pulleys also one sail  
for light.

Remarks, Continued  
59. Days Out. Thursday Dec 2<sup>nd</sup> 1852  
Commences

with light breeze & fair weather  
steering S. W. by S. saw another sail  
steering to the N. E. mid. part  
pleasant & much employed  
pulling the Rigging &c.

60. Days Out. Friday Dec 3<sup>rd</sup> 1852  
Commences

with light breeze from E. S. E.  
steering S. W. by S. saw a sail  
steering to the S. W. mid. part  
the same so much employed  
pulling & setting up rigging.

61. Days Out. Saturday Dec 4<sup>th</sup> 1852  
Commences

with light breeze and pleasant  
weather steering S. W. by S. one  
ship in sight steering to the S.  
W. mid. part pleasant so  
much employed in various  
duties, also one ship in sight  
steering to the W. N. W.

Rather squally, amidships on  
my accounts but I guess it will  
blow over without much  
damage. S. C. Caven.



# Ramblers Passage.

62 Days Out.

Sunday Dec 5<sup>th</sup> 1832

Commences  
with light Breezes from the  
E. steering S.W. by S. employed  
Breaking Out for Provisions, which  
passed the same, so ends. with  
A Breeze in sight.

63 Days Out

Sat 20. 09 S.

Monday Dec 6<sup>th</sup> 1832

Commences  
with fresh Breezes steering S.W.  
with studding sails a low canoe  
aloft when about 24 P.M.  
up came a large Sperm Whale  
close to the Ship. A sensation  
was created in an instant. in  
every Mans breast that could  
not be quelled in hours. for  
every thing was all in a heap  
Jacks, Sheets, & hal yards all a flying  
at once, also studding sails flapping,  
Officers shouting, & in short all  
was confusion & bustle to get  
the Boats clear, at last  
succeeded in getting the Boats  
clear & the Whales succeeded  
in keeping clear of the Boats  
to A chum, having lost  
a Sperm Breezes, by the  
Ship, and making much  
profit by it. Continued next page

# Remarks, Continued.

At all events night overtook us without a Whale, it was to be expected the rays of this World are among & the star of our Luck, was below the horizon, so you see it did not shine, but as the old saying is, Live in hope if you die in despair, although I believe we live in despair here and shall hope in despair to but enough of this palaver, the sum of all this is that by a combination of circumstances, and a little trifling <sup>no</sup> moment, did not get a Whale. Did not start steering S.W. by S. so early, with one ship in sight.

64 Days Out.

Tuesday Dec 7<sup>th</sup> 1852

Commenced

with fresh breezes from E.N.E. steering S.W. by S. at sunset the main top mast standing sail came down on deck by magic or some kind of magic!! Did not start fresh breezes so early, saw or topsail schooner.



Kamrar ka. Continued.  
65 Days Out.

Wednesday Dec 8<sup>th</sup> 1852  
Commences

with fresh Breezes steering S.  
W. by S. 1/2 S. employed breaking  
Out for Water. Mid part the  
same so ends employed  
bearding Main stay sail.

66 Days Out.

Thursday Dec 9<sup>th</sup> 1852  
Commences

with fresh strong Breezes from  
N.E. steering S.W. by S. Mid  
part fresh Breezes so ends  
employed in ship chaps.

67 Days Out.

Friday Dec 10<sup>th</sup> 1852

Commences

with light Breezes steering S.  
W. by S. Mid part the same  
so ends with nothing in  
sight.

68. Day of Out.


Saturday Dec 11<sup>th</sup> 1852  
Commences

with light Breezes from  
the N.E. steering S.W. employed  
bearding Topsails. Mid part  
suddenly wind rose with a strong  
head wind.

Remarks, Continued,  
69 Days Out.

Sunday Dec 12<sup>th</sup> 1852

Commenced

 with strong Breezes from the  
S. heading E.N.E. at sundown  
took the ship heading W.S.W.  
Mid part, the vessel headed to  
the N.W. steering S.W. by S  
so ends.

70 Days Out.

Monday Dec 13<sup>th</sup> 1852

Commenced

with fresh Breezes from N.W.  
steering S.W. by S. employed  
mending the Main Top gallant  
sail, Mid part strong Breezes  
so ends.

71 Days Out.

Tuesday Dec 14<sup>th</sup> 1852

Commenced

with fresh Breezes from N.W.  
steering S.W. by S. as employed  
mending sail Mid part  
the same services.

72 Days Out.

Wednesday Dec 15<sup>th</sup> 1852

Commenced

with big air and calm employed  
mending the Mizzen Top sail. Mid  
part strong Breezes so ends then



Remarks, Continued.

73. Days Out;

Thursday Dec 16<sup>th</sup> 1852

Commences  
with strong Breezes & a heavy  
swell. Drifting S. W. by  
S. employed manning the  
main sail, saw several  
Finbacks and a school of Porpoises,  
Mid part strong Breeze at  
day light - Raced the Topsails, so  
ends Logging to.

74. Days Out;

Friday Dec 17<sup>th</sup> 1852.

Commences  
with light strong Breezes and,  
heavy swell from S. W. heaving  
S. S. E. saw several Finbacks, Mid  
part - Moderated so that we set  
the Topgallant sails, so ends

75. Days Out.

Saturday, Dec 18<sup>th</sup> 1852.

Commences  
with strong Breeze from W. N. W.  
heaving S. W. saw several schools  
Porpoises & plenty Finbacks.  
Mid part the same so ends with  
one ship in sight.

Remains, Continued  
76 Days Out.

Sunday, Dec 19<sup>th</sup> 1852

Commences

with strong Breezes from S. S. E.  
heaving S. W. sea several.

Finbacks, Bird part, light Breezes,  
saw a sail steering to the S. W.  
at Maricao. Commenced 3 Boats  
for a "Right Whale" but  
(that infernal Butt is always  
in the way) the Whale was  
gallied, so we gave the chase  
up for a wild goose chase,  
so ends.

77 Days Out.

Monday Dec 20<sup>th</sup> 1852

Commences

with light Breezes steering  
S. W. y. S. Finbacks in sight,  
Bird part fresh Breezes, latter part  
Raining so ends.

78 Days Out.

Tuesday Dec 21<sup>st</sup> 1852

Commences

with fresh Breezes & Raining,  
employed Drabing Out for  
Water, Bird part light Air, so  
ends, with Finbacks in sight.



# Remarks, Continued

79. Days Out:

Wednesday Dec 22<sup>nd</sup> 1832.  
Commences

{ Working }

with - big sea & calm, at 2  
P.M. got a Breeze from N.E.  
steering S.E. W. employed  
heaving & calender for the  
points, and put strong braces  
so and with double reef  
top sails.

80. Days Out:

Thursday Dec 23<sup>rd</sup> 1832  
Commences

with fresh breeze from  
E.N.E. heading S.E. E. Breeze  
and put - baying too, all sail in  
and Breeze so and.

81. Days Out:

Friday Dec 24<sup>th</sup> 1832  
Commences

with strong Breeze from  
N.E. W. heading W.S. W. at  
4 P.M. took off ship heading  
N.W. E. and put light braces  
so and so. Lat 46<sup>th</sup> 30' S.  
Long 56. 00 W.

Remarks, Continued  
82. Days Out.

Saturday Dec 25<sup>th</sup> 1852.

Commenced

with light breeze from N. ship  
heading N. N. E. Caught a  
saw and fastened the ship's  
main, Latt, Long, amount of  
Oil, and, and let him with  
it on his back. Mid part  
light breeze & calm, at day light  
saw a Barque, at 7 spoke her,  
it proved to be the Minard  
of Long Harbor 18 months out,  
300 bbls Oil so erect, Lat. 46 40

83. Days Out.

Sunday Dec 26<sup>th</sup> 1852.

Commenced

with light breeze from N. W. ship  
heading S. W. by W. at 4 P. M.  
spoke the Minard again &  
had about one call a gun.  
Mid part short sail so erect  
with 2 sails in sight.

84. Days Out.

Monday Dec 27<sup>th</sup> 1852.

Commenced

with light Breeze heading  
S. E. at 1 P. M. raised a  
sail, Mid part calm  
so erect.



15. Days Out.

Tuesday Dec 28<sup>th</sup> 1852

Commences

with light wire & Catm. at  
4 P.M. got a breeze from N.W.  
E. heading W. at 1 P.M.  
saw ship heading E. by S.  
so ends, light (Breeze).

16. Days Out.

Wednesday Dec 29<sup>th</sup>

Commences

with fresh breeze from  
N.W. ship heading N.  
S.W. at 4 P.M. kept  
off S.W. by a sloop in company  
which sent strong breeze, so  
ends employed fitting a new  
fly jib stay.

17 Days Out.

Thursday Dec 30<sup>th</sup> 1852

Commences

with fresh breeze from N.W.  
steering S.W. by a mid fast  
fresh breeze so ends with  
budding.

Kamblers, Passage Out,  
88. Days Out,

Friday Dec 31<sup>st</sup> 1852  
Commences

with moderate breezes from N. E.,  
steaming S. W. by S. saw quantity  
of Finbacks in sight, mid part  
fresh breezes so ends plenty  
Finbacks in sight.

89. Days Out

Saturday Jan 1<sup>st</sup> 1853  
Commences

with strong breezes from S. W.  
heading S. E. mid part the  
wind headed to the N. E., so ends  
employed breaking out for water.

90. Days Out

Sunday Jan 2<sup>nd</sup> 1853  
Commences

with light breezes from N. E.  
steaming S. S. W. saw plenty of  
Finbacks in sight mid part wind  
headed to the S. E. so ends station  
force bearing W. S. W.

91. Days Out

Monday Jan 3<sup>rd</sup> 1853  
Commences

with light breezes from W. S. W.  
heading S. saw a school  
of Killers, station land bearing W.  
distance 30 miles. mid part light  
saw 2 ships bound to  
the N. E. so ends.



Cape Horn, A.T. 1853

92, Days Out.

Tuesday Jan 4<sup>th</sup> 1853

Commences

with moderate Breezes from  
N. steering S. W. by S. Statten  
Land bearing N. W. by E. at 4 P.M.  
signaled an American Brig  
steering to the N. E. with  
great strong Breezes at 7 1/2 A.M.  
the Wind backed to the  
S. W. so ends heading S.

93, Days Out.

Wednesday Jan 5<sup>th</sup> 1853

Commences

with fresh Breezes from  
N. W. heading S. W. great  
excitement. Practising with  
guns & Launches. Wind fresh  
light breeze so ends with 2  
sails in sight steering to the  
Westward.

94, Days Out.

Thursday Jan 6<sup>th</sup> 1853

Commences

with fresh Breezes from N. E.  
steering W. by S. saw several whales  
and part the wind ~~steering~~ heading  
back to the S. W. at 11 A.M. however  
3 boats for 4 or 5 Whales but  
they turned out to be Humpbacks  
so ends.

Cape Horn continued.  
95 Days Out.

Friday Jan 7<sup>th</sup> 1853.

Commences  
with fresh breeze from N.W.  
heaving W.S. W. 2 sails in  
sight. Mid. sent the wine  
hoisted to the Masthead, at daylight  
saw a ship. at 7 P.M. our ship  
heaving N.N.W. so ends.

96 Days Out.

Saturday Jan 8<sup>th</sup> 1853.

Commences  
with strong breeze from W.  
heaving N.N.W. saw Pinbacks.  
Mid. sent strong breeze so ends  
heaving S.S.W.

97 Days Out.

Sunday Jan 9<sup>th</sup> 1853.

Commences  
from W. heaving S.S.W. Mid. sent  
the wine began to breeze up so  
that at 3 P.M. it blew a heavy  
gale, shortened sail accordingly  
so ends heaving N.N.W.

98 Days Out.

Monday Jan 10<sup>th</sup> 1853.

Commences  
with strong gale, at sunset  
our ship heaving S.W. by S.  
Mid. sent strong gale so  
ends gale somewhat abated.



Cape Horn, Cont'd 1853  
99 Days Out.

Tuesday Jan 11<sup>th</sup> 1853

Commences  
with fresh gales from W.  
heaving S.S.W. at 9 P.M.  
more ship heaving N.W.  
& set the mainsail & fift mid  
part moderated so times.

100 Days Out.

Wednesday Jan 12<sup>th</sup> 1853

Commences  
with fresh breezes from  
S.W. heaving W.N.W. at 12 P.M.  
more ship heaving S.W. Mid  
part foggy & so ends.

101 Days Out.

Thursday Jan 13<sup>th</sup> 1853

Commences  
with fresh breezes from N.  
N.W. heaving S.W. W.  
foggy saw a ship steering  
to the Southward once Eastward  
mid part the wind hauled  
to the N.W. at 11 A.M. set  
the topgallant sails & fly jibs  
so ends.

Cape Horn Continued  
102 Days Out.

Friday Jan 14<sup>th</sup> 1852  
Commences  
with fresh Breezes from S.W.  
heading N.W. by W. since part  
fresh of breezes so ends.  
employed mending the fly  
jib.

103 Days Out.

Saturday Jan 15<sup>th</sup> 1852  
Commences  
with strong Breezes from  
W.N.W. heading N. at  
2 P.M. wore ship heading  
S.W. and reefed the  
Top sail, saw a Brig steering  
S.S.E. at 7 P.M. took the  
Bow Boat in on deck, &  
prepared for a blow, met part  
strong uprises at 11 P.M. pulled  
the Foresail, at 5 A.M. set the  
Foresail, fore & mizen Top sails & ends

104 Days Out.

Sunday Jan 16<sup>th</sup> 1852  
Commences

with strong Breezes, at 2 P.M.  
wore ship heading N.W. by W. and  
part fresh breezes at meridian  
raised a Large sperm Whale  
going to the Leeward, I lowered  
3 Boats and gave chase so ends.



Remarks Continued, 1853.  
105. Days Out.

Monday Jan 17<sup>th</sup> 1853.

Commences  
with fresh breezes, Boats still in  
chase, at 3 P.M. the Boats returned  
with an unsuccessful chase (so goes  
our Luck!), at 5 P.M. made sail  
Sailed & stood along on our course, mid-  
day luck part fresh breezes so ends, with  
several Finbacks in sight.

106. Days Out.

Tuesday Jan 18<sup>th</sup> 1853.

Commences  
with strong breezes from W. by N.  
hudding N. by W. caught a white Whale  
Porpoise mid part the wind  
hauled to the Southward so ends  
all sail set.

107. Days Out.

Wednesday Jan 19<sup>th</sup> 1853.

Commences  
with moderate breezes from  
S. clearing N. N. W. employed  
fitting the slide boards, also put  
the Bow Boat on the cranes again  
caught another Porpoise, mid part  
the wind hauled to the N. so  
ends with plenty of Humpbacks  
& Finbacks.

Remarks Continued, 1853.  
108. Days Out.

Thursday Jan 20<sup>th</sup> 1853.

Commenced  
with fresh breezes from W steering  
N. saw one ship steering to the  
Southward mid part light breezes  
at daylight saw a Brig steering  
to the Northward so ends.

109 Days Out.

Friday Jan 21<sup>st</sup> 1853.

Commenced  
with light breezes from the  
S.W. steering N. saw  
several Sloopbacks & a ship steering  
to the S.E. mid part light  
breezes so ends, employed in  
various duties.

110. Days Out.

Saturday Jan 22<sup>nd</sup> 1853.

Commenced  
with light breezes from S.W.  
steering N. by W. Sloopbacks in sight  
mid part fine breezes. at 9  
A.M. saw a Brig steering to  
the Eastward, employed  
splicing Rope & junks, &c.

Spliced in

m



Remarks Continued 1853.

111. Days Out.

Sunday Jan 23<sup>rd</sup> 1853.

Commenced  
with fine breezes from  
N. steering N. W. by N. mid  
part pleasant breezes, at 11  
A.M. raised the Land, it  
proved to be the Island of  
Masafuaro, Lat. 33. 45. South,  
Long. 80. 38. W. so ends.

112. Days Out.

Monday Jan 24<sup>th</sup> 1853.

Commenced  
with fine Breezes from S.  
steering for the Land, at 4 P.M.  
saw a ship steering to the  
Eastward mid part light breezes  
at day light Masafuaro bearing  
N. S. E. employed Bracking out  
for Water & Coasting the Beach  
so ends.

113. Days Out.

Tuesday Jan 25<sup>th</sup> 1853.

Commenced  
with light airs steering N. W.  
by W. by N. mid part the wind  
employed Bracking out the off-  
shore for Iron hoops & canvas  
with nothing in sight.

# Remarks Continued. 1833.

114. Days Out.

Wednesday Jan 26<sup>th</sup> 1833.

Commenced with light Air from the S. steering N.W. by W. employees showing down the Flour Bread, &c. Mid part Moderate Breezes, so ends employed making Spungum & Masts.

115. Days Out.

Thursday Jan 27<sup>th</sup> 1833.

Commenced with fresh Breezes from S.E. steering N.W. by W. W. at sunset set 3 Pools brimed Mackerel, Mid part the Wind shifted to the S.E. so ends employed setting up the head stays, making Spungum, over hauling Blocks, &c.

116. Days Out.

Friday Jan 28<sup>th</sup> 1833.

Commenced with fresh Breezes from S.E. steering N.W. employed in ship duties. Mid part light breezes, so ends, nothing in sight.



Remarks, Continued, 1853.  
117. Days Out.

Saturday Jan 29<sup>th</sup> 1853.

Commences  
with light breezes, steering  
N. W. by W. employed in ship  
study &c. Mid part the same  
so ends, unemployed, in ship  
study &c.

118. Days Out.

Sunday Jan 30<sup>th</sup> 1853.

Commences  
with light breezes, steering  
N. W. by W. Mid part the  
same ends.

119. Days Out.

Monday 31<sup>st</sup> 1853.

Commences  
light breezes steering N. W. by W.  
Mid part variable, so ends  
employed making spangars &  
mats, &c.

120. Days Out.

Tuesday 1<sup>st</sup> February 1853.

Commences  
with fresh breezes, steering N.  
W. by W. Mid part squally.  
so ends, employed making  
spangars, Sennit, & mats.

Remarks, Continued 1853.

121. Days Out.

Wednesday Feb 2<sup>nd</sup> 1853.  
Commences.

with fresh Trades, steaming N. W. W.  
W. employed in ship duties.  
Mid part the same, so ends.

122. Days Out.

Thursday Feb 3<sup>rd</sup> 1853.

Commences.

moderate Trades steaming N. W. W.  
W. employed caulking the  
Main Riggings &c. Mid part  
light Trades so ends.

123. Days Out.

Friday Feb 4<sup>th</sup> 1853.

Commences

with moderate Trades, steaming  
N. W. W. employed fitting the  
Sailor's falls, &c. so ends.

124 Days Out.

Saturday Feb 5<sup>th</sup> 1853.

Commences

with light Trades, steaming  
N. W. W. employed in packing  
out for Water, Mid part  
the same so ends.

125. Days Out.

Sunday Feb 6<sup>th</sup> 1853.

Commences

with light Trades steaming N. W. W.  
Mid part light Trades so  
ends. saw a Diamond Fish.



# Remarks, Continued.

134. Days Out:

Tuesday Feb 15<sup>th</sup> 1858.

Commences

with fresh Trades, steering  
N.W. by N. <sup>1/2</sup> N. Mid part-  
ly light, winds so ends.  
Employed making bread-  
sackets, &c.

135. Days Out:

Wednesday Feb 16<sup>th</sup>.

Commences

with light winds steering  
N.W. by N. employed  
in ship Dutys. Mid part:  
light breeze so ends.

136. Days Out:

Thursday Feb 17<sup>th</sup> 1858.

Commences

with light breeze steering  
N.W. by W. Mid part, the  
same. at 8 A.M. saw a school  
of Blackfish, lowered 30 fathoms  
and chased them until 10  
A.M. then returned without  
success. so ends.

137. Days Out:

Friday Feb 18<sup>th</sup> 1858.

Commences with light breeze steering  
N.W. by W. <sup>1/2</sup> W. Mid part, the  
same so ends.

138. Days Out.

Saturday Feb 19<sup>th</sup> 1833.

Commences  
with light and variable winds  
steaming N. W. by W. employed  
making Bunt-Gaskets,  
Mats &c. Mid part Variable,  
 Latter part Rain so ends

139. Days Out.

Sunday Feb 20<sup>th</sup> 1833.

Commences  
with fresh Breezes from the  
Northward & Eastward. heading  
N. W. by W. plenty Rain. Mid  
part Rainy so ends with strong  
Breezes.

140. Days Out.

Monday Feb 21<sup>st</sup> 1833.

Commences  
with strong Breezes from  
N. E. steaming N. W. by W.  
Mid part strong N. E. Trades  
so ends employed making Mats,  
Bunt-gaskets &c. so ends.

141. Days Out.

Tuesday Feb 22<sup>nd</sup> 1833.

Commences  
strong Breezes, steaming N. W. by W.  
saw a plenty Porpoises & Killers. Mid  
part strong Breezes so ends.



Remarks Continued.  
142 Days Out

Wednesday Feb 23<sup>rd</sup> 1853.

Commenced  
with strong Breezes from  
N.E. steering N.W. by W.  
saw a Fairback. Mid part  
fresh Breezes, so ends.  
employed Mending Mats, &c.  
143 Days Out.

Thursday Feb 24<sup>th</sup> 1853.

Commenced  
with fresh Breezes from N.E.  
by E. steering N.W. by W.  
Mid part strong Breezes so  
ends.

144 Days Out.

Friday Feb 25<sup>th</sup> 1853.

Commenced  
with strong Breezes, heading  
N.W. by W. employed felling  
the Jolly Boat. Mid part  
the same, &c.

145 Days Out.

Saturday Feb 26<sup>th</sup>.

Commenced  
with strong Breezes from  
N.E. steering W. N. W. Mid  
part pleasant, so ends. employed  
Washing the outside of  
Our House.

143 Days Out.  
Fair Weather.

Remarks Continued.  
146 Days Out. Sunday Feb 27<sup>th</sup>.  
with light breeze commenced  
steaming and pleasant  
Breeze & fair weather, W. N. W.  
Mid part moderate so ended  
147 Days Out. Monday Feb 28<sup>th</sup> 1832.  
Commenced  
with light breeze from N. E.  
steaming W. N. W. employed  
in ship duty, Mid part the  
same, at daylight raised a  
sail, steering to the W. also  
saw 2 more so ended with  
the Land in sight.  
148 Days Out. Tuesday March 1<sup>st</sup> 1833.  
Commenced  
light breeze, steering W. by S.  
light for the Land, at 4 P.M.  
hauled up the cable & got the  
Starboard Anchor off the Port.  
at sunset wore ship, not  
being near enough to get in  
so here lay by until morning  
Mid part tacked ship at 11 P.M.  
heaving anchor at 1 o'clock off  
at 4 o'clock on shore again at 5 P.M.  
got a Pilot and at 10 P.M. came  
to Anchor in the port of Hilo,  
Oyhee, Vanclnick Islands, so ended



In Port  
148. Days continued there most ships  
Laying at anchor when we anchored  
and to come in after we did, the  
Caravan of Fall River, 5 months  
from home clean, the other ship  
I shall mention in another place  
so ends this days work with a  
Raft of water aboard,

149 Days Out. & First day in port  
Wednesday March 2<sup>nd</sup> 1858.  
Employed all  
getting of Water, & Breaking out  
the Holes.

Thursday March 3<sup>rd</sup> 1858  
Employed  
getting of Water, & Breaking  
Out Coal, so ends no arrival.

Friday March 3<sup>rd</sup> 1858.  
Today sent  
a Raft of Coals ashore and  
filled them but the Breakers  
were so heavy we had to leave  
it ashore.

Saturday March 4<sup>th</sup> 1858.  
Employed all  
getting of Water & Storing  
down Water & Raining  
all day. The Columbia of  
Nantucket -

Am, Ochee, A. J. 1832.

Saturday March 5<sup>th</sup> 1832

Employed  
stowing down Water, Splicing  
the Mizzen Top Mast Backstay  
&c

Sunday March 6<sup>th</sup> 1832.

Care Wreck on shore  
on Liberty, the Starboard, Wreck

Monday 7<sup>th</sup> 1832

The Starboard  
Wreck ashore on Liberty, the other  
employed painting Ship

Tuesday 8<sup>th</sup>

Starboard  
Wreck on Liberty the Starboard  
painting &c

Wednesday 9<sup>th</sup> 1832.

Arrived today  
Ship Copia 5 Months from  
home 40 bps. Sperm, The Starboard  
Wreck on Liberty.

Thursday 10<sup>th</sup> 1832

Starboard Wreck  
on Liberty, the Starboard Wreck  
employed painting &c.

Friday 11<sup>th</sup>.

Starboard Wreck  
on Liberty,



Spec. S. S. 1852. March:  
Saturday 12<sup>th</sup>.

Starboard  
Work on Liberty, employed  
Breaking Out for Coal. (Old Taters  
Coal Yard!!!)

Sunday 13<sup>th</sup>.

Starboard Work  
on Liberty saw a Ship outside  
steaming past on Boward's Moger  
Monday 14<sup>th</sup>.

All Hands about  
and Raining.

Tuesday 15<sup>th</sup> 1852.

Employed  
getting of Water & painting. Sailed  
to day the Thomas Dickerson of  
N. Bedford, Ontario Natickett,  
Catherine of N. London. Also  
arrived the Pacific of N. Bedford  
& Mureth Out 300 bbls sperm.

Wednesday 16<sup>th</sup> 1852

Employed  
getting off Wood &c. Several  
arrivals, & blazings.

Oyhee S. G. March 1853.

Thursday 17<sup>th</sup> 1853.

The Starboard Watch  
went ashore on Liberty. The  
other employed at various duty.

Friday 18<sup>th</sup> 1853.

Starboard

Watch on Liberty several  
clearances to day.

Satt. 19<sup>th</sup> 1853.

Starboard

Watch on Liberty and no  
money.

Sunday 20<sup>th</sup>

Starboard

Watch ashore.

Monday 21<sup>st</sup>

Starboard

Watch on Liberty.

Tuesday 22<sup>nd</sup>

Starboard

Watch on Liberty.

Wednesday 23<sup>rd</sup> 1853.

All hands on

board employed fitting and painting  
the Boats &c.

Thursday 24<sup>th</sup>.

All hands aboard,

& Raising,

Friday the 25<sup>th</sup>.



Cyber S. I. A. G. 1833.

Extra.

Set Boat & Boat Crew

Friday Night - March 24<sup>th</sup> 1833.

A sad calamity happened to-night, the circumstances are this, as near as it possible to surmise About 12 o'clock, or very near that time the Bow Boat was lowered from the ship, and, manned by 6 men, (or substitutes for men, out of our crew, and, cleared or, Ran away, at daylight - cleared away another Boat in pursuit of it, but without success.

Saturday March 25<sup>th</sup> 1833

Heard nothing from the Boat Crew or Boat not much doing worthy of Remark for a few days, until the 29<sup>th</sup>.

Wednesday March 28<sup>th</sup>

To day having heard nothing further from the Runaway, we got underweigh and put to sea, in company with the Harrison, N. B. Black Eagle Sag Harbor, at 10 cleared the Land and listened for howling sounds.

Thursday 30<sup>th</sup>

Employed filling the Boats,

178.

Friday March 31<sup>st</sup> 1859.

Commences.

with strong Breezes steering for  
 Anahu, at sunset Sailed to the  
 Brinca, & reaped Tef sails the Latent  
 about 13 miles distant at 12 P.M.  
 the ship heading in shore at daylight  
 noon said I kept off for the Land. the ship  
 passed this morning steering to the W.  
 at 9 A.M. lowered the Starboard Boat  
 & the Capt. went ashore, at Anahu.  
 one of the Sanclawich Massets, there  
 was 10 or 12 ships laying at anchor,  
 and 4 laying off and on, at Anahu.  
 the Boat returned on Brigancep. so  
 ends.

179.

Saturday April 1<sup>st</sup> 1859.

Commenced by M.

& pleasant weather, at 1 P.M. the Boat  
 returned ashore for the Capt. at 3 P.M.  
 the Capt. came off and filled away  
 for Waboo in company with the Ship  
 Barion, mid part light air and calm.  
 so ends with 2 ships in sight,  
 and a head wind.



150.

Sunday April 2<sup>nd</sup> 1853.

Commences.

Light and variable, Breezes working along towards Oahu. in Company with 2 ship & a schooner, mid part light-Breezes, close in shore, at day light-Kept off for the City at 8 A.M. Lowered the other booms Boat and the Capt went ashore with a packet Boats crew & several.

151.

Monday Apr 3<sup>rd</sup> 1853.

Commences

with fresh Breezes, laying off and on in Company with 8 or 10 more ships, at 5 P.M. the Boat returned, the Capt remaining ashore over night- at day light got the tanks up and broke out our oil to send home. at 4 P.M. Raptice the

152.

Tuesday April 4 1853.

Commences with

light-Breezes, laying off and on in Company with 16 vessels at 1 1/2 P.M. left the oil ashore, about 90 lbs or 95. I do not know which at sunset the Boats returned without the Capt thought, mid part standing off and on, with light-Breezes, so much 4 ships in sight.

of 4000 barrels, from Wahoo

183.

Wednesday April 5<sup>th</sup> 1843.

Commenced,

with light breezes, employed sorting  
Potatoes, at 2 P.M. the Starboard Boat  
point ashore for the Capt., and thanks  
to him he came aboard, & more  
thanks because we are off for the  
Arctic, with part light breezes  
steering W. latter part strong breezes  
steering W. by N. so ends.

Sailed from Wacha  
14 Days

184 Days Out Thursday April 6<sup>th</sup> 1843.

Commenced.

with strong breezes steering W. by N.  
at sundown chose Boat Crews, &  
Joy!! Wacha over again, likewise shifted  
me into the Starboard Boat, with  
Starboard Boatstaves into the Larboard  
Boat, and changed our Wacha, with  
part strong breezes steering W. by N.  
latter part the same, employed  
picking over potatoes. so ends.

185 Days.

Friday April 7<sup>th</sup> 1843.

Commenced with

fresh breeze from E.N.E. steering  
W. by N. employed filling the Boat  
for the season & mid part fresh  
breezes, so ends.



# Remarks on Board,

186 Days Out.

Saturday April 8<sup>th</sup> 1833.

Commences,

with strong Breezes from E.N.E. steering W. by N. mid part, the same men employed Breaking out for Cordage &c.

187 Days Out.

Sunday April 9<sup>th</sup> 1833.

Commences

with fresh Breezes from E.N.E. steering W. to day the Capt. opened the Stop Chest and distributed clothes all those who wished, mid part the same strong Breezes, so ends.

188 Days Out.

Monday April 10<sup>th</sup> 1833.

Commences

with strong Breeze from N.E. steering N. mid part, squally, so ends employees fitting the Cutting Gear.

189 Days Out.

Tuesday April 11<sup>th</sup> 1833.

Commences

with strong Breezes from the N.E. steering W. employed making a tarpolin for the Gun works at 4 P.M. put the Bow Boat on the Gunnes, mid part to latter part quite pleasant so ends employees painting the Starboard Boat.

So day crossed the Meridian

Gave me 12 Shovels  
apiece to fit for  
use.

Ship Rambler, 1853.

790. Days Out.

Wednesday April 12<sup>th</sup> 1853.

Commenced

with fresh Breezes from N. E. by N. steering W. by N. employed in ship duty, and part fresh Breezes, so much employed, Overhauling Rigging, Coopers, fitting Irons, &c.

791. Days Out.

Thursday April 13<sup>th</sup>.

Commenced

fresh Breeze from N. E. steering W. by N. at 4 P.M. turned the Tattlerboard about, over, & put the Craft into her, and sent the same, so much employed making a spring stay for the Main stay sail.

792. Days Out.

Friday April 14<sup>th</sup> 1853.

Commenced

with light Breezes from E. steering W. by N. employed building Lines for the Masts, at 4 P.M. raised a sail, standing to the Windward, and part light Breezes, so much employed in ship duty.



# Remarks on Board,

193 Days Out.

Saturday April 15<sup>th</sup> 1833.

(Sailing)  
(Cook)

Commenced with fresh Breezes from E. by. N. steering N. W. by N. Mid part light Breezes so much employed filling the Cutting Blocks and Straps.

194 Day Out.

Sunday April 17<sup>th</sup> 1833.

(Lost 1)  
(day of)  
(month)

Commenced with light Breezes steering N. W. by N. employed at various duties at 9 P.M. caught a porpoise, middle & latter part the same, so much, I forgot to mention a little scrape that happened to day about stealing clothes, it appears that the person who took the article, when likely to get detected put it into another's possession, so it made a confusion of the whole matter, and so it ended in a confusion, all being confessed, and so they ought to be, if a ship mate cannot get along without stealing it is hard, but the article being found, the mate was satisfied.

Subalt. Brakeney

Ship Rambler, Dec. 1853.  
195. Days Out.

Monday April 18<sup>th</sup> 1853.

Commenced

with light breezes from N. E. steering  
N. W. at mid port the crew so-called  
employed baking out between decks  
and stowing off again.

196. Days Out.

Tuesday April 19<sup>th</sup> 1853.

Commenced

with light breezes steering N. W.  
saw several Finbacks. mid port the  
wind hauled over 4 Breezes over, latter  
part strong breezes, so-called employed  
splicing Oil Tackings, &c.

197. Days Out.

Wednesday April 20<sup>th</sup> 1853.

Commenced

with strong breezes from S. W. steering  
N. W. at mid port the Top-  
gallant sails of the 1<sup>st</sup> & 2<sup>d</sup> B. M.  
single Reefed the Top sails. mid  
port the wind hauled to the N.  
E. by N. steering N. W. at 1 A. M. double  
Reefed, at daylight Moderated, made  
sail, so-called employed Receiving  
New Reef Tackel falls, &c.



Remarks on Board.

198. Days Out.

Thursday April 21<sup>st</sup> 1853.

Commenced with strong Breezes from N.E. by N. steering N.W. employed fitting Main Tacks & Sheets, Mid part the wind hauled to the S. and S.E. and Breezed on, further, the Topgallant sails and Reefed the Topsails. Latter part strong gales from S.E. laying to under storm Sails, so ends.

199. Days Out.

Friday April 22<sup>nd</sup> 1853.

Commenced with strong Breezes laying to somewhat of veering, Mid part strong gales. Latter part Moderated so ends with whole Topsails, also sent down the Mainsail to Reefed.

200. Days Out.

Saturday April 23<sup>rd</sup> 1853.

Commenced with fresh Breezes, from heading. Employed mending the Mainsail. at sunset beat the M. sail, Mid part fresh Breezes at 4 A.M. Put up the fore and main Topsails, so ends employed mending the Fore top Gallatree sail also beat the Fly Jib.

201.

# Ship Rambler.

1853.

Days Out.

Sunday April 24<sup>th</sup> 1853.

1853  
44

Commenced with fresh breeze from N.W. & our physical bearing the S.S. and breaking out for provisions, wind fresh, at 12 P.M. pulled the S.S. sails, at 10 put her under storm sails, and hove to so early.

202.

Days Out.

Monday April 25<sup>th</sup> 1853.

Commenced with strong gales from N.W. bearing N.N.E. the gale increasing at sunset blowing very strong indeed at 11 before 10 P.M. shipped a sea which carried away 3 Boats, the Bow, Waist, & Starboard, with all the craft that belonged to them excepting a few small articles such as shirt, wraps & lanterns, Rega &c. besides staying the Bull works, some likewise carrying away some of the Monkey gear, spruce the starboard Boats after starit &c. the particulars I shall give on the next page. Wind fresh blowing strong, so early anchored clearing the wrecked repairing & arranging as fast as possible.





Ship Rambler. A. D. 1853.

203. Days Out.

Tuesday April 26<sup>th</sup>.

Commenced

with strong gales from N.W. steering  
to the N.E. moderating, but part  
the wind abated, but a very heavy swell  
at daylight made sail so ends  
employed fitting the Starboard Turret &  
fitting a new Boat, &c.

204. Days Out.

Wednesday April 27<sup>th</sup>.

Commenced

with light breezes, and a heavy swell.  
employed fitting & repairing damages  
Mid part breezing on, furling Topgallant sail  
and Reaped topsails, at 11 A.M.  
furling the Foretop sail so ends.

205. Days Out.

Thursday April 28<sup>th</sup>.

Commenced

with strong breezes from S.E. steering  
N.W. at sunset moderated, set the  
foretop sail, Mid part light breezes  
at daylight made all sail so ends  
employed Repairing damages, &  
put a new Boat on the Starboard  
Traverse,



Remarks on Board.

206.

Days Out.

Friday April 29<sup>th</sup>, 1853.

Commences.

Little Snow

with light Breezes, and variable, employed at various duties, sent down the Mizen top, gallant Yard & sail, mid part the same, latter part got a fresh Breeze from N.W. by N. employed at various jobs, so ends.

207.

Days Out.

Saturday 30<sup>th</sup>, 1853.

Commences.

with fresh Breezes, and cold times especially at the Mast-head, now more is as blue as a grey Cat's back, mid part light breezes, at 5 A.M. got a fresh Breeze from the S.E. steering N.W. ends employed mending the Foresail, down below, splicing on deck.

208.

Days Out.

Sunday May 1<sup>st</sup>, 1853.

Commences.

with strong Breezes from S.E. steering N.W. at 3 P.M. have too heading S.S.W. at 5 P.M. were ship heading N.N.E. employed mending the Foresail, mid part strong Breezes, so ends.

Ship Ramble, A.D. 1853.  
209 Days Out

Monday May 2<sup>nd</sup> 1853.

Colder!  
Commenced with strong breezes, laying to at 7 P.M. furled the foretop sail, mid part strong gale, & heavy swell, so ends,

210 Days Out

Tuesday 3<sup>rd</sup> 1853.

Colder!  
Commenced with strong gales from heaving employed at a little of nothing, or not much of anything, such as picking Oken &c. mid part moderated so ends  
20 Days Out.

Wednesday May 4<sup>th</sup> 1853.

Colder!  
Commenced with fresh breezes, employed mending the foretop sail at sunset bent it, mid part strong breeze employed fitting & repairing, so ends,

Thursday May 5<sup>th</sup>.

Colder!  
Commenced with fresh breeze from W. heading S.E. & W. mid part fresh breeze at 5 P.M. locked ship heading N.W. employed making boat sails &c. so ends,



May 1853

# Remarks on Board.

213. Days Out.

Friday May 6<sup>th</sup> 1853.

Commences with fresh Breeze from N. N. E. heading W. mid part variable, latter part light air and calm, so ends. employed in ship duty.

214. Days Out.

Saturday May 7<sup>th</sup> 1853.

Commences with light air, from E. S. E. steering W. light snow squalls, mid part heavy snow squalls, doubled Reefed, and furled the mainsail, at 11. 2 A.M. lulled to under storm sail so ends.

215. Days Out.

Sunday May 8<sup>th</sup> 1853.

Commences with strong Breeze driving to heading to the E. S. E. at sundown set the 2<sup>nd</sup> stay sail at 9 A.M. rose ship, heading S. W. mid part strong Breeze at 4 P.M. set the fore & main top sails double Reefed, so ends.

May 1853

Ship

Kambla

26. Days Out.

May 9<sup>th</sup> 1853.

Commenced with strong breeze from N.W. heading N.W. Cold weather accompanied with snow, and small water. Mid were ship heading N.N.E. employed at ship duty so ends.

27. Days Out.

Tuesday May 10<sup>th</sup> 1853.

*mistake*  
*Sail: Chin*  
Commenced with strong breeze from N.W. heading N.W.E. at sunset were ship heading S.W. by W. and made sail. Mid past moderate at 5 A.M. raised a sail, standing to the at 6 A.M. the keel ship heading to the N.N.E. so ends

28. Days Out.

Wednesday May 11<sup>th</sup> 1853.

*Sail*  
*Chin*  
Commenced with fine breeze from N.W. heading N.N.E. employed taking down the topsails, also opened the ship's chest again. Cold weather makes fog with to trade. Mid past strong breeze so ends employed at various duties.



May 185-3

# Remarks on Board, 219 Days Out.

Thursday May 12<sup>th</sup> 185-3

Commenced with fresh breezes from N.W. heading N.E. at sunset wore ship heading S.W. by W. mid part fresh breezes at 6 A.M. wore ship heading N.W. ends.

220. Day & Out

Friday May 13<sup>th</sup> 185-3.

Commenced with strong breezes from N.W. heading N.E. at 4 P.M. raised a ship on the weather beam. supposed it was the same one we saw Tuesday Wednesday 12<sup>th</sup>, mid part by N - breezes, at 7 P.M. wore ship heading S.W., at 10 P.M. tacked, heading N.W. at 6 A.M. tacked again heading N.W. saw several Finbacks, so ends.

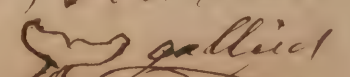
221. Day & Out Saturday May 14<sup>th</sup> 185-3

Commenced with light & pleasant weather, heading N.W. at 1 P.M. raised a Whist Albatross, lowered 2 boats, in pursuit, but without success mid part light air, at 7 A.M. raised another Whistling Albatross, lowered 2 boats, but the old boys were at last, & gave us the slip, but luck to him, so ends.

Numerous shoals of Cuttlefish  
Birds around



Whale



Bully Hockey shot a Carib

Ship  
Days Out

Ramblers May 1858

Sunday May 13<sup>th</sup> 1858

Commenced  
with a light breeze, heading to the West-  
ward saw abundance of Frigate-pores,  
Drift-wood, & also great quantities  
of ~~wood~~, mid part tacked ship heading  
W. by N. at 5 A.M. tacked again  
heading W by N, the wind shifted  
to the Northward, at 6 A.M. saw  
a ship, also raised the Land  
bearing N.W. it appeared  
to be ~~the~~ 2 Islands, at 8 P.M.  
raised another ship on  
the Starboard bow, & ended.

23 Days Out

Monday May 16<sup>th</sup> 1858

Commenced  
with fresh breeze from the  
Eastward heading W. at 4  
P.M. spoke Ship, Magellan of  
Spain N. B. of Cal. Month  
Out 500 bls. with Lard, &  
got a second hand boat  
& a set of Oars, Mast, &c. at 7 P.M.  
the Capt. went on board, of this ship.  
also saw another ship trying Out.  
on the weather beam. Mid part leading  
ship, making to the Westward, at day light  
one ship in sight. so ends employment of  
the Boat, that we got from the Tharwa.  
and the Land in sight, bearing from N.W. to N.

Tharwa? Capt. Reynolds



Entered the Chok<sup>ch</sup> Sea, May 17<sup>th</sup>  
124 Days Out

Tuesday May 17<sup>th</sup> 1853.

Commences

with light and variable breezes,  
ship working to the northward for  
the passage to the entrance to the  
Chok<sup>ch</sup> Sea, the Monrovia 4 or 5 miles  
of the Land, or Shore, bearing, from  
S.W. to N. at 3 P.M. raised anchor  
the ship, standing in shore, mid part  
basting, steering W. by N., through the  
passage, between, 2 of the Curle Islands  
at 1 A.M. got a light breeze from  
the Eastward, at 4 A.M. got well  
through the passage, at 5 hauled up  
N.W. by N. for the Bow Heads, &c.,  
so ended, with a fresh breeze, saw  
one ship steering to the N.W.  
supposed it was the Monrovia.

125 Days Out.

Wednesday May 18<sup>th</sup> 1853

Commences

with fresh breezes from N. by N.  
E. steering N.W. saw many quantities  
of fine ducks, &c. mid part fresh  
breezes, at day light, saw 2  
ships steering to the Northward  
so ended, not much doing.

Great Quantities of Birds

# Whaling Trowed! <sup>May</sup>

126. Days Out.

Thursday, May 19<sup>th</sup>, 1853.

Commencing with

fresh Breeze from E. by N. ship.

Heaving N. by W. employed sending  
Out the fly, jib, boom, &c. at about 3

P.M. A man by the name of Solomon

Peters, fell overboard, & from the  
Bow sprit, being at work, then, and

the ship, passed over him, not  
injuring him, much however, and

after making all efforts with the  
Life Boy, &c. cleared away the overboard

Pont, and with the Will of the Lord

succeeded in saving him, notwithstanding

considerable trouble, in picking him  
up though, but, our efforts were successful,

and that brightened every countenance,  
for the cry of, 'Man Overboard', caused a

Gloom to spread over the ships  
company, which nothing but the

recovering of the man will clear away.  
however Solomon is doing well now

and we are all right again. <sup>two</sup>  
Mid part light and visible, breeze, at

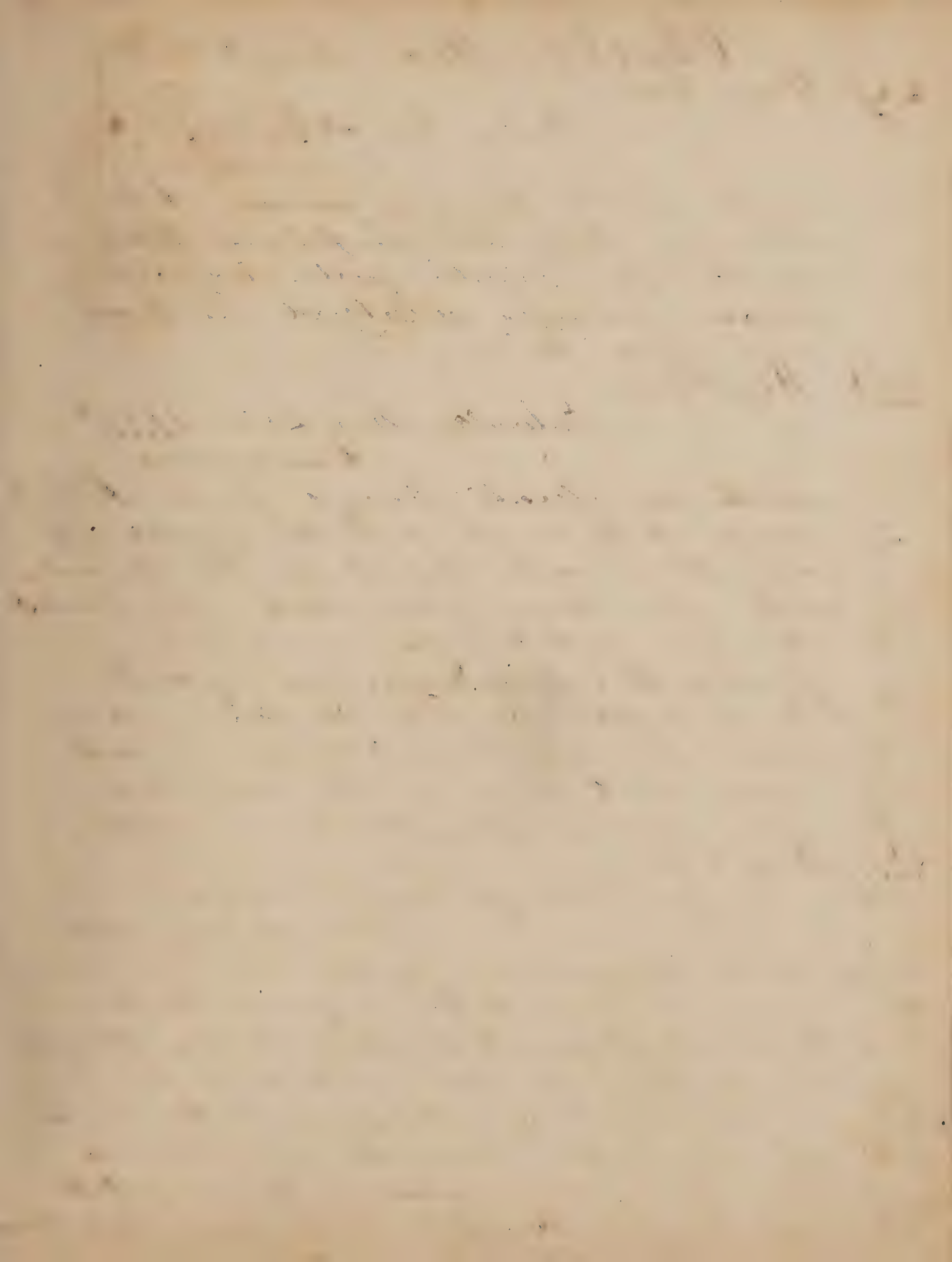
10 P.M. tacked ship, heading, N.E.  
Latter part the vessel hauled to the

Westward, so ends employed heaving  
the fly, jib, & Baking out the  
fore hole for Chased.

Observed of Seamen from Solomon Peters fell overboard.









227 Days Out,

Commences

228 Days Out

Commissaries

Sunday May 22<sup>nd</sup> 1783

Commence with

fresh Barges, and fog at 2<sup>h</sup> P.M. sailed  
at 3<sup>h</sup> spoke then, it proved to be the  
Huntsville, & from Cold Spring, 18 Nov 1700 lbs  
at 10 P.M. the Capt. burned on board, &  
we stood along in company to the N.E.  
at day light - saw the fleet, some  
going out, some gaming &c. at 1<sup>h</sup> P.M.  
spoke ship, Master of Finkoven, 18. Nov 1700  
sailed, 17 ships in sight.

Saw the Sec at 4 P.M.  
Admiral's delivery of speech  
at 7 P.M. & showing

Chester. May. A.D. 1853.

290 Days Out.

Monday May 23<sup>rd</sup>.

Commenced

with moderate breezes, the Ice in sight, at 1 P.M. spoke the ship, Northern Light of and from N. Bedford, 1700, 2000, at 4 P.M. saw a whale lowered 3 Boats and gave chase, but it proved unsuccessful for there was 10 or 12 Boats after him and the old boy took himself off, also at 4 lowered again but with the same success, also spoke, a number of ships and gazed until 10 P.M. saw the ship Sarah Ship of and from N. Bedford, 1700, 1000, 1100, in middle part - foggy, at 7 A.M. saw the Ice. at 8 A.M. spoke ship Empire, of & from New Bedford, 1 Sealster, 3 whalers and got another Boat, & I christened her the Blackhawk, the Boat that we got of the S. Sheaf gave her back again, ~~treason~~, so ends with any quantity of ships in sight.

at 9 A.M. lowered for a Boiled but did not catch him!!



Chotik, Bo heading Ground.  
231 Days Out.

Tuesday May 24<sup>th</sup>  
Commences

with fresh Breezes, Cruising for  
Whales, at 7 A.M. doubled  
Reefed, and furled the Main sail,  
at 9 P.M. spoke Ship Nicker, of  
N.B. I seasons Out. 14 or, 2 Whales this season  
hid part strong Breezes, at 7 A.M. lowered  
3 Boats for A Boat, and pulled into  
the Ice but did not see him, at  
10 A.M. the Boats returned, unsuccessful.  
at 10 1/2 spoke the Northward Light again  
and got some Cars, 20 cuds, Gambling.

232 Days Out.

Wednesday May 25<sup>th</sup>

Commences with fresh Breezes, Cruising  
on both tacks, in and off from the Ice,  
ships in sight in every direction, at 4  
P.M. lowered for another Whale, in  
company with a French ship, the Instance  
Horne, from, but the Whale was off!  
as, alread, at so the Boats came on  
Boat, hid part working to the East-  
ward at daylight saw 10 ships,  
at 20 cuds, this day!

233

Saw a school of  
Whales!

# Echo Lake, Continued, May Days Out.

Thursday May 26<sup>th</sup> 1853

Commenced with strong breeze from N. by E. heading E by N. at 1/2 P.M. turned the reefs Out of the Topsails, & set the Mainsail employed at various jobs, Middle part moderated at daylight, Mainsail set, so ends. Steaming to the N. E. by N. & one ship in sight.

Days Out

Friday May 27<sup>th</sup> 1853

Commenced with light & pleasant weather steering N. E. by N. employed at different jobs, Mid part light air & variable, at 3 P.M. got a nice breeze from N. W. steering N. N. E. at 6 A.M. raised a sail, steering to the N. N. W. employed making a Box in the main flag, to pack Blubber into, also saw large quantity of scattering ice. so ends

234



# Chester Eastern Shore.

235 Days Out.

Saturday May 28<sup>th</sup> 1858.

Commenced with fresh breezes from N.W. by W. steering N.N.E. employed fitting May Boat at 3 P.M. saw another still heading in shore, at 5 P.M. raised the Land, bearing N.E. at 7 P.M. tacked ship heading N.E. middle part light Breezes at 12 noon ship heading N.N.E. at 6 A.M. raised the Land again bearing N. also saw Barque to the Windward, at 11 A.M. raised the Ice in large quantities at 12 tacked ship heading S.E. and furlled the M.E. sail & fly jib. so ends Land bearing from N.W. to N.

236 N.E. Days Out.

Sunday May 29<sup>th</sup> 1858.

Commenced with strong S. breezes, from N.N.E. steamed S. at 3 P.M. doubled Reefed the Topsails, furlled the Mizen sail, & Sails, too heading E. the Land bearing N. mid part foggy, with snow at 12 noon ship heading N.N.E. the wind to the Eastward at 9 A.M. blew off, so that we see the Land bearing N.E. also kept off W. by N. saw great quantities of Ducks, & some Seal, & Ice in all directions & creeks.

Ocho to k, Ice bound Shores,  
237. Days Out. Monday May 30<sup>th</sup>, 1838

Commenced  
with light and pleasant Breeze  
from E. steering W by N. at 5 P.M.  
luffed up N.W. at 6 P.M. luffed on the  
wind heading N by E. and set the  
mainsail, & light sails. scattering  
Ice in every direction, the Land  
bearing from N.W. to E.S.E. every  
thing in sight, but Boheads, & we  
expect to see them every day, we live  
in hopes, <sup>like</sup> all sinners, that port  
moderate, tucked ship, at 12 P.M. heading  
S.S.E. at 3 M. kept off W by S.  
so ends, all the boys at work, at most  
any thing, & chopping Wood for the Cook,

238. Days Out, Tuesday May 31<sup>th</sup>, 1838

Commenced with  
light Breeze from N.W. taking W by N. at 11 P.M.  
spoke the ship, Chance & from Woahoo, 30  
days clean. Mid part light air, at daylight  
saw 2 more ship steering to the East-  
ward employed at the Rocks, so ends

at 11 P.M. saw a Seal



Cohob! Cruising! June 1853.

239 Days Out  
 One large quantity of White Bears

Wednesday June 1<sup>st</sup> 1853  
 Commenced  
 with light - Breeze from N.W. heading  
 W. S.W. at 1 P.M. raised another  
 ship, at 4 P.M. spoke her at proove  
 to be the Mount Vernon, of 1 from N.S.  
 11 months, 500, Spruce, and Gained under  
 11 P.M. the ice, separated, and stood to the  
 Northwest, mid part pleasant, all sail  
 set, at 11 A.M. saw some thing in  
 the water I could not make it -  
 Out from the ship so we lowered  
 the Starboard Boat and went to  
 it. It proved to be a piece of  
 the husk of a Whale, of no value  
 so on c/o, the Mount Vernon in sight  
 of the Lee Quarter.

240 Days Out Thursday June 2<sup>nd</sup> 1853.  
 Commenced with light breeze  
 from W by N heading N.W. by W.  
 employed in hauling the Starboard  
 Boat, to stop her from leaking  
 mid part, light Breeze at 2 P.M.  
 saw the Ice, tacked ship and layed  
 aback, at daylight saw 6 or 7 ships,  
 also 2 Carcasses, at 7 A.M. spoke the  
 N. Light Frigate one Whale since last season  
 her also spoke, Marengo. A.B. 2 Lasovna  
 1400 lbs. 4 whales this season, at 10  
 A.M. raised a boat in the Ice, lowered in  
 company with Mr. & N. L. and worked  
 in to the Ice, the ship's following: so ends

244. Days Out: Friday June 3<sup>rd</sup> 1853.

Summers, with  
lighter airs, boats still in chase, at 1 P.M.  
gave up and came on board, at 6 P.M.  
lowered again in company with  
the Sir Howland A.B. & Phulo this  
season and Boiling, but the same  
success, at 4 $\frac{1}{2}$  spoke the Am. again &  
gained until 11. Mid part saying  
a back, heard Whales all around us, at  
daylight saw 6 ships, Boiling, &  
5 or 6, looking for something to boil,  
also great quantities of scattering ice, at  
5 A.M. raised some Bohegs, lowered all 4  
Boats, & 2 went to the Windward, & 2  
to the Leeward, but both returned  
with the same success, minus, but  
we live in hopes, yet it is some  
consolation to see them, at 10 A.M. saw  
more Whales, lowered in company with  
the Sir Howland, again, & got very  
near the Old Boat! but he said No!  
so much the Boats still in chase,



# Cheotsk. Cruising Around the Ice.

242. Days Out.

Saturday June 4<sup>th</sup> 1853.

Commenced.

with light breezes, the Boats down at 1 P.M. gave up the chase, and came on Board, & it shut-in thick & foggy. plenty ships all around, Buling at 7 P.M. spoke the <sup>ship</sup> Callow of N.B. first person, 2 or 3 sperm, also saw the N. Light, & Napoleon again. the Napoleon had got 2 Whales since we saw her, before, at 1 P.M. lowered the Larboard & Waist-boats for a Bohad, & according to the Rules of Whaling the Master of the Callow took the Starboard Boat & went in pursuit, but the chase proved fruitless, as usual. Night past foggy so could see several ships in sight.

243. Days Out. Sunday June 5<sup>th</sup> 1853

Commenced with light breeze & thick fog, at 1 P.M. the Capt. lowered for Dunks, & white off, raised a Bohad, set the Waps for the other Boats, & we lowered and gave chase, & chasing it was to, for we pulled, paddled, & sailed, all around, until 6 P.M. it shut-in thick as Berque! & we had to come on board, for safety. Night past foggy lying about, at 8 P.M. lighted up a little, and we saw a Bohad, lowered the Starboard & Waist boats in pursuit, but the

Buling H. shot a Duck

Sea party this Evening & with out Dunks.

October, 1892, 11-15

Sunday Continued!

going to the Windward so fast  
that we could not get on to  
him, so he was a Rumbler! but  
while we were down they raised  
more Whales to the Leeward,  
and lowered the other 2 Boats  
We all skived about, here, there, &  
every where, & all with the same  
success, until about 11 AM. the  
Waist-boat got a streak of Luck  
and got on & fastened to a Trimmer  
Boathead, but as it happened it  
proved to be the wrong streak  
for the Whale ran into the Ice  
as if the Devil kicked him! I took  
the Waist Boat Line & part  
of the Black Eagle's string also,  
and after chasing the humpy  
Old Cavy about 5 miles and  
killing him we had to leave him  
on the Account of the fog & so  
much. (While doing spoke one  
of the Empress's Boats, & she  
bail 2 Whales since we spoke  
her.)

Any quantity of ships in  
sight - Cutting Boiling, &c. &  
the poor Old Rumbler in the

Proq

Bully Hunter got expected to the highest peak!



Chetick, June. 1852.

244 Days Out.

Monday June 6<sup>th</sup> 1852.

Commons

with fresh breezes and foggy, the  
Boats still in the Ice, at 8 P.M.  
the Boats Returned, and the Whale  
turned to the Left & kept going  
straight ahead, with the Line in,  
at 4 P.M. lowered 3 Boats for  
a Bore, but the Bore proved to  
be a large fur Seal, (indicating  
on a cake of Ice, the Capt  
fired, at him, also the Macks  
and between them both they  
about half killed him, & more  
than half scared him to death  
but we did not get him after  
all, so we went on cruising for  
Boheads, but without success  
at 6 P.M. Returned, in bad part foggy  
ship lay up black, at 10 A.M. lowered  
for a Whale. but did not see him after  
40 hours, at 12 P.M. the Boats  
Returned, while the Boats were  
down, spoke the Naches, again, had  
2 Whales since we saw her before, &  
was Boiling, so ends with several  
ships in sight, also abandoned  
of Ice.

Ochoak. June 1857

245. Days Cal.

Tuesday June 7<sup>th</sup> 1857.

Commenced

with fresh breezes from S.E. heading  
along the Ice at 3 P.M. toward pond  
and the Whale, & with the same success  
as usual, the Boats came on board  
& kept the ship off. A.W. saw a  
ship take a whale with all ease in  
the water, & we saw one and  
toward, but could not get any  
thing, the ship proved to be the  
Cottonbus, Fairhaven, 2 seasons, 4 or  
5 Whales this season, at 8 P.M.  
spoke the ship John Coggeshall,  
New Bedford, first season, 1 Whale  
also saw the Pacific, N.B. <sup>Boiling</sup> heard  
she had 6 Whales. Did not see any  
quantity of ships in sight & half  
that quantity - Boiling, did not  
think fog, at 9 A.M. took ship. Nure &  
N.B. Second season, 4 Whales  
this season, & let her have 2  
Coils of line so much,



Ucholsk. Bane, 1832.  
246. Days Out  
Wednesday June 8<sup>th</sup> 1832.

Commenced  
with light Breezes, & thick fog ship  
headed to the S. E. W. with the main yard  
aback, at 4 P.M. the fog cleared up, and  
braced forward the main yard, 11 ship  
in sight, & 6 of them Boiling, at  
5 P.M. saw some Whales, looked  
for them but they were going so fast  
that we could not get anywhere  
near to them so we came about  
again, mines as usual! at 7 P.M.  
saw ship Comulgee of Fishery in V.  
3 Whales this season & Boiling, at 8  
saw the Empire again, Boiling  
also saw ship heading ~~W. by N.~~  
S. by E. mid part foggy, at 9 A.M.  
headed back the main yard, at 5 P.M.  
the fog cleared up, and there was  
16 ships in sight: 10 Boiling, while  
we poor fellows! have nothing to  
make a smoke with, excepting in  
the Galley! saw a ship, take a Whale  
supposed it was the Comulgee, so  
enclosed, 12 ships in sight, and about  
half that number Boiling. also a  
great quantity of Ice, almost  
every where you can see.

Chester. June. 1853

24<sup>th</sup> Days Out

Thursday June 9<sup>th</sup> 1853.

Commences with light breeze, cruising around the Ice, Whales appear to be very scarce to day, we did not see but once or 2 ship's lower for Whales, at 2 1/2 P.M. lowered 2 Boats on a little cruise but of no account also the Cap. & lowered to shoot some Duck's, & got 5. Miel Mart, Fogg. & calm, heard Whales sporting all around at 7 A.M. lowered 3 Boats for Whales, did not see them but could hear them in the fog at 10 A.M. lost. Run of the 3 Boats 20 miles in the Boats off in the fog, Cruising.

24<sup>th</sup> Days Out. Friday June 10<sup>th</sup> 1853.

Commences with light breeze and thick fog, the Boats still off. at 1 P.M. fired a musket. twice, but that did not fetch them, so we loaded up the big gun and fired 3 times & that fetched them. then said they had seen plenty Whales, but they were so shy the Boats could not do nothing with them, at 2 1/2 P.M. lowered again 3 Boats, the Ice in sight. the other Boats were employed getting up the Cutting falls, at 3 1/2 P.M. the Cap. & went down in the Starboard Boat.



Chebsk, June,

Friday, 10<sup>th</sup> Continued.

to try and kill a Whale, but when  
we got where the whales were they  
was not there, so Captain Fritlin  
got tired and came on board  
& Bully Hamelin, took his place  
but the same success is bound  
to attend us at any rate; or any  
way we can fix it the Whales  
are so shy we cannot get only  
just so near, then they are off  
but never mind we will get  
one by and by; at 8<sup>th</sup> P.M. the  
Boat was called on board  
and set 3 Boats Crews, Wicks  
did not frighten us and foggy  
saw no Whales, or ships this fore-  
noon, but saw considerable ice, so  
ends, bearing under easy sail, &  
on short Tackles,

24<sup>th</sup> Dogs Out. Saturday June 11<sup>th</sup> 1853

Commenced  
with fresh Breeze & very thick fog.  
at 6 P.M. set 3 Boats Crew Wicks,  
at about 9 P.M. we found a streak  
of Luck or a Lucky Star loomed  
up out of the fog, for it was  
as big & as red as we had seen it  
all the time we have been  
here, in shape of a Dead Whale  
or, what the Whalers call a  
Shinker, & it expressed the

Word, to a Letter, but however it  
proved to be something worth  
while. Called all hands and got  
him along side & fastened him  
with the fluke chain, and  
commenced cutting, at 4 A.M.  
finished cutting, did not succeed  
in saving the Bone but we  
feel very well satisfied, and  
have some future hopes of  
getting some more, at 6 A.M.  
commenced Boiling, at 8 A.M.  
lowered for Whales but the  
blows proved unsuccessful so  
early employed Boiling, and  
Days Out, Sunday June 12th.

commenced with light  
breezes, and clear, employed  
Boiling, at 3. Lowered the Boat  
in pursuit of a Whale, but  
the ship Columbia of Nantucket  
2<sup>nd</sup> season, 5 Whales this season  
had lost a great quantity of line  
and 10 Whales after fastening to  
them & Lancing them. Did not  
employ Boiling, saw several  
ships so much.



Chotsk. Ale. June, 1853.

251. Days Out. Monday June 13<sup>th</sup> 1853.

Commences  
with fresh Breezes. From N.W. W.  
cruising for Whales, several ship  
in sight, at 4 1/2 P.M. commenced  
beats for Whales but,

Oh! Dear!! Dear!! I cannot write  
without success any more, for  
most every ship, we have  
succeeded in getting Oil from 8  
to 10 Whales, at about sunset  
a Whale came out rite under  
the Bow of the ship, so near  
we could not get clear of him  
& layed there until the ship  
struck him, then he scratched gravel  
some I can tell you, at every  
Roll he would mark out I! O! on  
his Back, signifying I'm Off. &  
he was off, for we have not seen  
him yet, at 12 P.M. booded  
down the works & cleared up deck  
the Whale turned up about 5 o'clock  
Late just foggy, saw 2 ship's  
sails, employed taring the hog  
house up for Luck!

Cahootsk See June. 1852.

232. Days Out.

Tuesday June 14<sup>th</sup> 1852.

at 10 AM spoke ship  
Perth. 3 persons, 6 whales  
this season  
commenced with  
moderate breezes, & thick fog, heeled  
to the . at 4 P.M. spoke  
ship John Wells. N.B. 3 seasons  
3 Whales this season. 14<sup>00</sup> all told  
at 9 P.M. saw a carcass, & thought  
it was another stinker, but  
No Fear! Just past thick fog  
so ends employed stowing down  
the Oil, in the Ground Box, in  
the main hatch. 12 finished the Oil.

233 Days Out.

Wednesday June 15<sup>th</sup> 1852.

commenced  
with light Breezes & foggy, employed  
stowing down, at 4 P.M. got  
all through stowing down, the  
Blubber-skin, & all. Just past fresh  
Breezes. Heard Whales spouting, all  
around, but it was so foggy, that  
we could not Lower, so ends, close  
in to the Ice, & plenty Whales, but  
more fog lowered the Bow Boat, but  
she got out of sight before she got down  
into the Water, the fog was thick so  
we hauled her up again, and soon ship.

P. G.

I forgot to mention that on Tuesday  
14<sup>th</sup> a Boatman by the name of Wm. Simpfkins  
fell down into the hold, and struck on his  
Side, hurt him very bad, but broke no Bones &  
is doing well now.



Uchotsk. Sea, June,

254. Day Out.

Thursday June 16<sup>th</sup> 1853.

Commenced with light-air and thick fog ship, skyring about first on one tack, laying aback, then on the other, saw the Arctic to the Seeward, at 3 P.M. lowered the Starboard Boat, for a Whale, but — but — but —! Mid part very foggy, at 5 A.M. saw a ship, Boiling, also raised another Stiker, lowered the Bow Boat, — I hooked on to her and took it — a long sickle and commenced cutting, several, saw Conf ships, and some Whales.

255. Day Out Friday June 17<sup>th</sup> 1853.

Commenced with light-Bairies employed cutting, at 3 P.M. got through cutting, having saved all the Bone, &c. at 7 P.M. commenced Boiling Mid part foggy, boiling &c. at 9 A.M. cleared up, and we saw several, Whales, lowered 3 Boats, and the Mate got on and struck but his line got foul & he cut so, that left us minus! again, at 12 Returned, several, with 5 or 6 ship in sight.

256. Days. Out.

Saturday June 18<sup>th</sup> 1859

Commenced with  
light Breeze, from E.S.E. heading  
I employed Boiling, saw several  
ships, but no more Whales, at  
6 P.M. spoke the ship, Gladiator,  
of N. Bedford 3 seasons, 4 Whales  
this season Mid. Just. light  
Breeze & foggy, at 12 A.M.  
finished Boiling, the Whale turned  
up, about 10 fms, also saw 6  
ships, some cutting & some boiling.

257. Days Out.

Sunday June 19<sup>th</sup> 1859

Commenced  
with light Breeze ship on the  
starboard tack, foggy by spells.  
Employed Boiling Out for water &  
getting ready to stop down, at  
2<sup>1</sup>/<sub>2</sub> P.M. spoke ship Republic, of Bremen  
2 seasons, 2000 lbs, 4 Whales this  
season, and let the hump a  
sack of Muller's, Mid. Just.  
light airs & variables, at 5 A.M. made a  
great Rush, for Boheads, but they turned  
Out to be Humpbacks in Disguise, at 7 A.M.  
saw the Land bearing N distant 30 miles  
at 8 tucked ship, heading in for that  
Land, saw from 12 to 24 ships in all  
directions, about half Boiling, but saw  
Boheads to day. so ends the first Chas &  
pleasant day in June.



Ucholsk. Sea. June.

254 Days Out.

Monday June 20<sup>th</sup> 1852.

Commences

with light-airs and calms, heading towards the Land saw plenty of ships most all appeared to be working to the S.E. at 6 P.M. got up a spare cable, & got the Labboard Anchor off the Bow, and in readiness to let go, in case of necessity. Wind fresh light-airs. at 12 noon ship heading S. at 4 noon ship heading N.W.E. at 4 P.M. hauled all hands and commenced stowing down, ship heading in for the Land, 5 ships in sight. the Republic in sight, at 12 P.M. finished stowing down, the whole stowed down 72, lbs. so said,

255 Days Out. Tuesday June 21<sup>st</sup> 1852.

Commences with light-airs and variable's steering into the passage, between the Ashland & Main Land, also a very strong current setting through at 1 P.M. got starboard anchor off the Bow, & Bended the cable, at 3 P.M. saw some Whales Lamented for them but they were going too quick for us so we came on Board again, at 5 P.M. Boarded the ship.

of New London Conn  
for 9 days only 500 sperm, the crew at anchor off a point of Land, looking out for Whales, had seen plenty but they

Chetopa. sea June. 1853.

Tuesday Continued.

were going in like John! That May  
took the water along with them, also  
Boarded the Mercury of St. Bedford  
& Mos, 5 Whales & Boiling, at 11 P.M.  
the Boat boarded us from the  
Bark Elias Richards of & from

Mid part light - air & variable, Numerous  
Currents & Tides setting all ways for  
Saturday Night! at 4 P.M. called  
all hands, got Breakfast & Cleared  
away 3 Boats & sent them of cruise-  
ing, in around the Land, the Old  
Black Eagle! remained by the ship,  
saw several Boats in shore cruising,  
likewise 4 Ship Boats, and more  
that was not doing anything but  
floating on the tide! <sup>business</sup> secrets. the Boats

260. Days Out Wednesday June 22<sup>nd</sup> 1853.  
Commenced with light air, the Boats  
in sight close in shore, at 2 got  
a light breeze from the Eastward,  
at 4 P.M. the Boats returned, having  
seen 10 or 8 Whales, but no chance  
offered so they came as they went, &  
more, for they were hungry & tired. Mid  
part light air, at 4 P.M. called all hands, got break-  
fast, and lowered 2 Boats & sent them in  
shore, cruising the other 2 Boats crews employed  
scrapping, & washing bone, secrets with several  
ships in the Bay & Gulf, 2 or 3 at anchor off Cape  
Chin, &c.



261. Days Out.

Thursday June 23<sup>rd</sup> 1853.

Commenced with light  
air and calm, & very strong currents  
employed waiting & scalding Bone,  
at 4 P.M. raised a Boehead from the ship  
and lowered the 2 Resuscitating Boats  
in pursuit of Min., the Boats ashore  
likewise put off for him, but with  
the same success, at 6 P.M. all 4 Boats  
Returned but not White as usual. Wind  
put light air, & strong tides. Ship  
heaving out at 10 A.M. lowered  
for a Whale, and it proved to be  
a California Gray or Mussell  
Digger, so ends. 19 ships in sight.

262 Days Out. Friday June 24<sup>th</sup> 1853.

Commenced with light air  
& variable breeze. ship working out-off  
at 4 P.M. spoke the Bark Hornet of  
New Bedford 3 seasons. 1800.

3 Whales this season, had picked  
up one Whale that we fastened  
to, the ship did make her 175-bbl.

Wind put the rain, at 3 A.M. sent  
2 Boats in shore to look for  
Whales, the White & 3<sup>rd</sup> (white) at 10 A.M.  
spoke ship Columbus of Fairhaven. &  
whales this season & Boiling, so end  
fresh Breeze & some rain.

263. Days Out.

Saturday June 25<sup>th</sup>. 1837.

Commenced

with fresh breezes & somewhat  
Raining. 8 or 10 ships in sight at  
2 1/2 P.M. spoke the Pacific  
of 8 from N.B. of 10 Boats. &  
3 or 4 sperm. The P had picked  
up the first Whale that we  
struck and saved. Our line. at 8 P.M.  
the 3<sup>rd</sup> Mates Boat returned. & told us  
that they had struck a Whale  
& killed it. & Mr. Fiddon was  
saying by him. That, hungry, &  
destitute of Cars. Sail, &c. had lost  
them while fast. so we lowered the  
starboard & Waist-Boat, and went  
to look for him. but after pulling  
all night without finding him we  
returned. and found a Whale  
along side, & ready to cut. at 4 A.M.  
Commenced cutting & at 10 finished  
and sent the rich blubber, so and  
pleasant weather. & about 6 or 8  
ships in sight.



264 Days Out.

Sunday June 26<sup>th</sup> 1853.

Commenced with moderate breezes laying  
aback at 1 Breeze forward. At 10  
along to the S. at 10 P.M. started  
the Works. Mid part foggy & wind  
employed Boiling, &c.

265.

Monday June 27<sup>th</sup> 1853

Commenced with light N-  
Breezes & foggy, starting to the  
southward. employed Boiling.  
Mid part foggy also. & with

266 Days Out.

Tuesday June 28<sup>th</sup> 1853

Commenced with light N-  
breezes from the East & West. Starting at  
10 P.M. finished Boiling.  
The Works turned up about  
100 bbls. Mid part strong Breezes  
from S. at 6<sup>th</sup> wore ship, starting W.  
At 11 faked the main Top, gallant & with 20  
men, strong Breeze.

267. Days Out

Wednesday June 29<sup>th</sup> 1853

Commenced with strong breezes from  
S steering W. soon passed with fog  
& Rain at 1 P.M. Doubled Reefed the  
Top, sails. Middle part strong breezes & sailing  
at 4 A.M. rolled all barrels, & commenced  
stowing down the Oil in the main Boches on  
the Starboard side. & rolled.

Ocho 13th Sea. July 1<sup>st</sup>

268 Days Out.

Thursday June 30<sup>th</sup> 1835

Commenced with fresh Breezes from S.E. steering W. employed steering down Eit. at 2 1/2 P.M. finished running the Eit down and left the Major Blakes to stow Bread &c in the after Hold at 3 P.M. finished all & have got the decks clear again. Night little part - Rainy & foggy - steering W. also the Wind hauled to the S.W. so ends foggy.

269 Days Out

Friday July 1<sup>st</sup> 1835

Commenced with fresh Breezes from N.E. W. heading N.W. at 2 P.M. the Wind hauled to the N.W. heading N.W. nothing to be seen but fog at 4 P.M. set half Wakes again thick, & rather part - thick fog so ends. then 24 hours

270 Days Out

Saturday July 2<sup>nd</sup> 1835

Commenced with light Breezes & foggy from N.W. heading N.W. at 10 P.M. more ship heading S. Middle part light air & foggy at 5 A.M. got a little breeze from the Eastward. Steering W. at 9 1/2 A.M. saw a sail heading to the N.E. at 11 saw another steering to the N.W. so ends. also saw several Finbacks.



271. Days Out

Sunday July 3<sup>rd</sup> 1853  
Commenced with fresh  
breezes from E. steering for a  
ship at 5 P.M. spoke the  
ship it proved to be the  
Canada of N.B. 2000 bbls.  
12 Whales this season. also saw  
the carcass of Montserrat  
& 9 whales this season. likewise  
saw 2 more ships at a dis-  
tance. steering to the N. W.  
at 8 o'clock Reaped the Topsails at  
10 turned the Rees out of the Main Top  
again; middle part light Wind so from  
the Eastward. steering N. W. in com-  
pany with the Canada. at 11 A.M. lowered  
the Larboard Boat and tried the  
current. found it setting about  
1 knot to the Northward. at 10 A.M.  
lowered the Bow Boat & the Cap went  
a gunning. so ends.

I forgot to mention an  
increase to our Family that took  
place to day, the Old Black Son-  
had 9 Pigs, but the weather being  
so cold, the little things could not  
succeed, but twice & grunt once  
before they was gone, or we might  
have had some music on the 4<sup>th</sup>.

Chotsk Sea July 4<sup>th</sup> 1853.

272 Days Out

Monday July 4<sup>th</sup> 1853.

Commenced just-  
like all other days at Sea. with  
nothing particular to mark it from  
the ordinary course of time. excepting  
the feelings that a true American  
experiences, or ought to experience at  
the memorable Anniversary of Our  
Independence, even at Sea. although  
we cannot make a great display  
with Big Guns & small arms, yet if we  
could see some Bombards, & have a  
chance, we could enjoy Our 4<sup>th</sup> with  
with as much Reckless, as a great  
many of Our Friends do at Home,  
although we wish them much Joy  
& Pleasure. I hope to be with them  
one of these days to help make a  
Noise & Confusion. At 12 M. light airs  
and calm. at 3 P.M. got a little breeze  
from the N.W. W. backing N.W.  
at 5 P.M. came in foggy. saw  
some killers close to the ship. at 10  
A.M. hauled up the Courses. on account  
of Fog. so ended employed Rigging  
a Spanish Bunker to break Out the  
hold with.



275. Days Out

Thursday July 7<sup>th</sup> 1853.

Commenced with  
light Breezes, gaming with the  
John. C. & Canada! employed fitting  
the new Boat, at 8 P.M. got a  
fresh Breeze from N.E. and ruined  
like all John! furled the light sails  
& doubled Reefed the G.F. sails &  
made the port strong Breezes at 6 A.M.  
Made sail and stood on for the Ice  
12 or 14 ships in sight at 10 A.M.  
spoke the North Gladiator again had  
taken 3 Whales since we saw her before  
so ends alone as a Bk. and with 15  
ships in sight.

276.

Friday July 8<sup>th</sup> 1853.

Commenced with fresh Breezes, all sail  
out & cruising, at 1 P.M. lowered  
3 Boats and sent them to look for  
Whales in company to the Ice. the remaining  
Boats Crew & ship keepers employed changing  
the Black Eagle, for the Blower! at  
5 P.M. the Boats returned, and got  
snapper and then we spoke the Bark  
Penny of N. Bedford, Cham. and game  
until 12 P.M. also with the Coral,  
John Begg as hull. N.B. & Napoleon.

Nantucket. the Coral is 3 seasons  
out 2000. 9 Whales this season. Wind  
just pleasant-weather. ship laying  
about 1000 off from the Ice.

Friday Continued

At daylight hauled  
for sound & wore ship heading in for  
the Ice, 7 or 8 ships in sight.  
at 7 A.M. lowered 3 Boats and sent  
them into the Ice to look for Whales  
so made the Boat off & the ship  
about 2 Miles in the Ice.

277. Days Out.

Saturday July 9<sup>th</sup> 1838.

Commenced with  
light air, ship working around in  
the Ice at 1 P.M. called the  
Boats aboard and got Dinner.

& kept on to the N.W. running  
along down close to the Ice,  
at 6 the Wind hauled to the  
S.E. mistle part light air and  
variables, latter part thick fog. winds

278. Days Out.

Sunday July 10<sup>th</sup> 1838.

Commenced  
with light & variable, mixed & thick fog.  
heading to the Northward, at 5 P.M.  
the fog lighted up and we saw a ship  
at 6 spoke her, she proved to be  
the Europa, Capt Weeks of N.  
from New Bedford 2 seasons 2900.  
7 Whales this season. Mistle part  
thick fog. Laying off and on under easy  
sail, & shot at 7 A.M. raised the  
Larall, about 2 Miles distant—

about 5-6 ships



Ochotsk. Sea. July 11<sup>th</sup> 1853.

279 Days Out.

Monday July 11<sup>th</sup> 1853.  
Commences with fresh Breezes &  
rather thick, ship heading S.E. by  
N. W. E. & in for the Land. Saw 5 Ships  
passed a ship that we called the  
Harrison. at 4 P.M. saw the  
Land again at 5 more ship heading  
S.E. by E. saw a ship in among  
the Ice & close to the Land apparently  
blocked in. Middle part fresh Breeze  
& foggy, also saw ship twice so ends ship  
on the Starboard took heading on shore  
under short-sail.

280 Days Out

Tuesday July 12<sup>th</sup> 1853.

Commences with strong Breezes &  
also a very strong Current setting to  
the Southward. & foggy at 1 P.M. more  
ship steering E. S. E. Middle part  
fresh Breezes, partly clear, saw a ship  
standing to the S.E. at day light  
more ship heading seaward, saw 3 ships  
none of them. Whaling, or bad sign!  
to be overlooked, though in a measure  
on account of the fog for the last few  
days, but now it has cleared up & it is  
surprising to see how the Ice is gone.  
Where it was solid Ice & impossible for a  
ship to go 3 days ago, it is all clear  
& not a niggle of Ice to be seen now  
so ends, working in towards the Land.

25<sup>th</sup> Days Cont.

Wednesday July 18<sup>th</sup> 1833.  
Commenced with big 61- air &  
as variable as the breeze of Joseph's  
Coast. nothing seen of much account -  
at 5<sup>h</sup> P.M. lowered the Blower!  
and went a gaming on board of  
the ship George Howland of  
and from N.D. 8 Mos 350 bbls. &  
Whales. also carried with the ship  
George Washington, & Neapolitan. the  
S.W. has 1100 this season. & 2400 last.  
the N. had not got any since we  
saw her before. Mid. Part-light-  
airs & Variable working in the S.W.  
at 8 A.M. lowered all 4 Boats  
in pursuit of Whales. but  
when we got where the Whales were  
they was not there, so we took  
a cruise in shore. saw a ship at  
anchor close in to the Big Shuckler  
Island. & 2 under weigh, so ends  
with the Old Rambler in. The  
fog about 10 miles distant from  
us. Rambler.



282.  
iii

Days Out.

Thursday July 14<sup>th</sup> 1863.

Commences with light air and calm, ship about 10 miles off at 2 1/2 P.M. got ~~on~~ aboard at 10 & got dinner, and the ship worked in towards the Land in a bay or light at 5 P.M. left to & tried to work out again on the seaward of Ice. Saw several ships, one at anchor, spoke her & it proved to be the Bark Fortune, of N.Y. Capt

Just Bridgman sent light breeze. beating about & trying to get out of the bay. At daylight came in thick fog. employed filling salt-water into some casks in the main. back so ends 2 ships in sight.

283. Days Out.

Friday July 15<sup>th</sup> 1863.

Commences with light air and thick fog. ship drifting to the S.W. with a strong current at 8 P.M. lowered the Larboard Boat & tried the current, found it setting to the S.W. about 2 knots. at 10 P.M. let go the Larboard Anchor, so that we should not go to California in the fog, or some other place of Refuge. Cleared up all the

Friday Continued

chills & let her lay & go to sleep!  
for Luck! Wind part-foggy  
at 10 A.M. got under weigh,  
it being clear, and tried to get  
to the N.E. but the wind  
is right up & down like a  
top his leg. so ends the Ice  
in sight bearing S.W.

284 Days Out

Saturday July 16<sup>th</sup> 1832

Commenced with light airs &  
calm's ship heading no where  
saw that either at 4 P.M. raised a  
Boat, towed all Boats and gave  
chase but it proved to be unsuccess-  
ful, as usual, saw any quantity  
of Rip Sacks or Callipvania  
Isay's likewise several ships.  
Wind part light-airs ship working  
to the N.E. Latter part thick  
fog, sounded several times  
& got from 40 to 45 fathoms  
so ends.



Pickot.

25<sup>th</sup> Days Out.

Sunday July 17<sup>th</sup> 1883.

Commenced with light airs  
and calm's course N by S. 1/2  
E. & foggy rounding at 43,  
47, & 48 fathoms. Did not  
sight breeze and thick fog.  
Later part clear sky enough  
to make a pair of snows,  
swells.

26<sup>th</sup> Days Out.

Monday 18<sup>th</sup> 1883.

Commenced with light breezes  
from S.W. steering N.N.W.  
at 11 P.M. cleared of so  
that we could see all around  
& found found that we were  
in the same place that we  
were 3 weeks ago not having  
gone out of sight of it if it  
had been there all the time.  
also saw considerable ice & some  
California Gulls, at 12.15 to the  
wind heading W.N.W. at 4 P.M.  
saw something that looked like a  
stinker! about 4 miles off. lowered  
the L. Boat, & went to see what  
it was, it proved to be a stinker:  
so we chased away the other 3 boats  
and went & towed him aboard and  
commenced cutting, did not  
employ cutting. at 8 A.M. got  
through cutting & commenced boiling, so ends

Tuesday 19<sup>th</sup> 1857

Commenced with light airs and calms, & Boiling at (12 A.M.) raised another strike about 6 miles off, towed all 4 Boats and went to tow him aboard, at 6 P.M. got him aboard and commenced cutting, also remained boiling, at 4 A.M. finished cutting & sent the watch below, the other employees boiling & saved the Land and Ice in sight and 2 ships.

Wednesday 20<sup>th</sup>

Commenced with light Breeze ship heading in for the Land, on the starboard tack. Watch employed Boiling, also started bread & water down.

Thursday 21<sup>st</sup> 1858.

Commenced with light-airs, I think fog employed Boiling and part fresh Breeze. Latter part light-breeze employed Boiling.

Thursday 21<sup>st</sup>.

Commenced with light Breeze ship working into Shuben bay 4 ships in sight at 1 P.M. finished Boiling & ran 6 casks of Oil down into the tanks between decks. Mid part thick fog Latter part light Breeze.



Friday July 22<sup>nd</sup>.

Commenced with light air and Calm  
also somewhat foggy at 4<sup>th</sup> P.M.  
Let go the Anchor in 80 fathoms  
Water. Thick fog so that we could  
not see anything, but heard 2 ships  
Anchor, & would hear them blow  
the Horn: at 6 P.M. lowered the  
Mainboard Boat & the Capt went  
on board of the ships, that we  
heard come to Anchor the proved to  
be the Minned & Dartmouth of 183  
5 whales each, this Seasona had  
just a strong current setting to  
the latter part employed  
scrapping and rousing Bone so  
ends.

Saturday 23<sup>rd</sup>

Commenced with Calm's ship at  
Anchor at 2 P.M. another steamer  
came floating down <sup>with</sup> the Tide  
lowered the Mainboard Boat and  
the Mate went to him & got ready  
to take him along side, while the rest of  
Boats crews stopped and weighed Anchor  
and made sail, & took him along side,  
got supper & commenced cutting. Did  
just by 11 P.M., at 12 P.M.  
finished cutting & sent the Wreck  
below latter part employed  
Boiling, found an Iron in the  
Whale belonging to Ship Aka.

Sunday July 24<sup>th</sup>.

Commenced with light breeze  
ship on first one took them on the  
other, employed Boiling several  
ships in sight, Mid part stowing  
Barges, under doubled Reefed  
Topsails at 2 P.M. boated down  
the rocks, Latter part employed  
stowing down all hands. Likewise  
Raising.

Monday 25<sup>th</sup>

Commenced with light breeze  
Barges & sailing as Barges employed  
stowing down at 4 P.M.  
left off work on account of Rain.  
Mid part fresh Barges and sailing  
Latter part Barge, employed  
stowing down again 20 ends

12 ships in sight 4 Boiling  
Tuesday 26<sup>th</sup> 1752.

Commenced with light air & variable  
wind by all stowing down at 8 P.M.  
finished stowing down Mid part  
light & variable winds, ship close to  
the Land, at 5 A.M. let go our  
Anchor in 17 fathoms Water 10 or 12  
ships in sight 4 Boiling, at 9  
A.M. sent 2 boats in shore cruising  
saw one Whale but did not get  
near him - so ends the Harbour &  
Bore Boat in shore.

at 10 Southward & 10 West



Wednesday 2<sup>nd</sup> Nov.

Commenced with light air  
ship at anchor at 1 P.M.

lowered the Bloomer! and the  
Capt went aboard the ship

Heath of Mexico of New Bedford  
Capt Waker, 2 seasons 19 whales  
this season had struck 37.

at 3 P.M. got a fresh breeze  
but did not get under weigh  
at 5 P.M. the Boat's crew  
rescued a full animal. also spoke

the Bark Concordia Sag Harbor  
did not state she had lost a

Boat this Sunday previous the Boat  
was sent in. Then Cruising for  
Whales, & probably lost run of the  
Bark at 7 P.M. blew down  
the topsails & furled the light  
sails and let her lay all  
night. at 4 A.M. called all hands  
and got under weigh and stood up  
Oman Bay, but the wind  
left us at 8 A.M. so we sent  
the Boats into the ice cruising  
evening spoke Bark Asia, Haver  
& whales this season,

Thursday 22<sup>nd</sup>.

Commenced with  
light airs & calm. Boats going  
for Barrels at 7 P.M. the  
Boats returned after bringing  
2 Whales so that they will  
never be seen again. Also came to  
Anchor in 16 fathoms water, 3  
Boats came aboard of the sea  
commencing, 1 from South America, Capt  
Wake, 1 from the Florida, Capt  
West & the other from the Robin Hood  
Mistic, 7 Whales this season. Mid  
part fine weather at 4 A.M.  
called all hands & sent 3  
Boats in shore cruising so made  
14 Ships in sight 2 Boiling  
& most of them at anchor  
Friday 23<sup>rd</sup> 1853.

Commenced with light winds  
& rain, ship at anchor, with 3  
Boats in shore. The owners of the  
Bow Boat & Capt. Willis went  
ashore hunting & digging mussels.  
at 8 returned, & left at 10 A.M. the  
Rest of us returned, not without  
success though, for we got some  
wood in the boats. Mid part  
light airs, at 5 A.M. called all  
hands, got Breakfast & got under-  
weigh & stood up the Bay in  
company with several ships so  
ended the Boats off cruising in the bay.



Philistine Bay

Saturday July 30<sup>th</sup> 1838.

Commenced with light breezes  
ship working into Bay  
& 3 Boats off, at 1 1/2 P.M.  
Came to again, close to the ships  
Madison, George Washington, &  
Massachusetts. at 2 Lowered  
the shipboard Boat and went  
aft- about board of Wood. at 4 1/2  
returned and discharged, & at 5 1/2  
the other Boats returned in  
Ballast trim! Wind past Cloudy,  
at 4 A.M. halled all hands and got  
Breakfast, and, sent 3 Boats-  
off on a 2 Days Cruise, Mrs. Bloomer  
accompanying aboard & my wife-  
wise, by the way, Mrs. Bennett did  
come on board to day attired in  
her Pioneer's Gown, & enjoyed  
as a treat ~~at~~ dinner, but  
the funniest of it is to come get-  
for it fell to my lot to take  
her aboard of one of the ships, & it  
surprised to be in the Boat-  
that we got of the Mass which  
I christened Mrs. Bloomer, in remembrance  
of Mrs. Bennett. so and my self  
& the rest of the Harkat  
employed getting of Wood.

Leaving on board  
at 10 o'clock

Sunday July 31<sup>st</sup>  
Commenced with variable &  
weather sometimes Raining & at-  
others foggy, which is just as  
usual in this Country, whil-  
at anchor, with 9 Boats of  
Crewing & making Discoveries &  
myself & 4 employees getting off  
Wood. Middle part foggy at  
8 A.M. went on board of the  
George Washington & got a  
gentleman Hog, for company  
to our spinnecent, also chopped &  
split - a Boat-load of Wood &  
stowed it down below scenes

Monday August 1<sup>st</sup> 1853.

Commenced with light air &  
variable still at anchor, also Boats  
still off on a cruise at 1 P.M. got  
out sheet & while at work at it  
had a few words with Bally  
Hamlin (our spare mate) which  
he duly reported to Capt. Willis  
& more to, for without exaggeration  
he is as great a liar as I ever see,  
and Capt. Willis took his part, and  
scattered me on the cheek in no  
friendly manner, once only thought  
in for that I will have my pay out  
of Bally Hamlin in some way or other,  
at 6 P.M. the Boat's returned and  
the men looked very solemnly

Capt. Willis' Gaming  
on board George Washington



Monday Continued,  
Midnat-pleasure-  
so either the John Wells came  
to an Anchor in the Bay & was  
Boiling the first ship that we  
have seen for some days. Working  
at 5 am. called all hands  
& got Breakfast, & got underway  
with a light air from off the land  
but soon lost it & had to lower  
2 Boats & tow off shore, at 10 got  
a Breeze again, called the Boat  
aboard, & stood over across the  
Big Bay to the Main Land on the West  
Shore saw several small whales  
& several ships, & ended.

Tuesday August 2<sup>nd</sup> 1783.

Commenced with light breezes and  
calm ship standing to the west-  
ward, at 4 P.M. saw some  
more Peggys, just large enough  
to ascertain that they were Boats  
or would be in time so we  
lowered 2 Boats and sent them  
after a Peggy a piece, but the Peggys  
know as much as the Large  
Whales, so the Boats came aboard  
without success as usual. at 5 P.M.  
let go the Anchor again, Mid  
Nat along Breezes, at 6 am  
called all hands & got Breakfast  
& sent the 2<sup>nd</sup> shore cruising,  
the Blossom & the remaining aboard.

~~Thursday~~ ~~Continued~~

Wednesday. 3<sup>rd</sup> July 1850.

Commenced with fresh Breezes from Southward, at 1 P.M. got under weigh and stood further up the Bay, having heard there was plenty whales up in the Ice, at 2 1/2 P.M. raised our Boats, also lowered Mrs Bloomer in pursuit of Whales without success at 3 P.M. came aboard and got supper, & left the Whales a little while to themselves, the Starboard Boat had struck whale off & lost Line. after supper lowered again but no Koch him! at 8 1/2 P.M. anchored again close to the Mags. at 5 A.M. called all hands, got Mrs & Boats cleared for a cruise, Mrs. B. expected to take the Gentleman. Shown home, aboard of the George Wash<sup>on</sup> the G.W. had got 3 Whales the last 2 days. Big boats also saw the Mags. get a small Whale & the Farthmouth, after our previous excursion we went off on a cruise saw several Whales & after a great deal of trouble we succeeded in getting an ~~the~~ one & I struck him, but he ran into the Ice & we tried to cut after he had taken our large tub of Line, & that was the last



Wednesday continued  
of him & all that we get of him  
so end this day with ship  
at anchor in sight.

Thursday Aug 4<sup>th</sup>

Commenced with Calvin  
all 4 Boats of cruising at 3  
P.M. returned as usual. Next  
morn - then again at 3 am  
called all Boats & got Breakfast  
& started all 4 Boats & 2 went  
in shore & 2 off to the Ice  
Capt. Willis went in the Boat  
to day but we could not get  
any better.

Friday August 5<sup>th</sup> 1858.  
Commenced with Calvin  
Ship at anchor with all  
the Boats off at

Saturday August 6<sup>th</sup>  
at 2 called all the Boats  
got Breakfast & cleared away  
the Boats and went to the  
Ice saw plenty Whales but  
they was not at all close  
& it was foggy at 3 1/4 P.M.  
came aboard & got dinner  
& supper all in one. saw plenty  
Whales but it is not possible  
to catch them

Sunday August - 7<sup>th</sup>  
Collected all hands, this morning  
at 11 A & got Breakfast, & lowered  
away all 4 Boats and went  
crusing saw plenty Whales but  
it was calm & the Whales was  
shy, all but one, & that one never  
moved or appeared to take  
any notice of us at all, but  
for the very good reason, that,  
he was the stinker! & a good one  
to, as you will see, but that is  
not the best of it, for while  
two Boats took the stinker in tow  
Myself & Mrs Bloomer, in company  
with the Waist Boat, went off to  
try to catch another whale of some  
kind, & our efforts were crowned  
with success. for then sprang up  
a little breeze, & we got alongside of  
a whale, (Mrs Bloomer) and I struck  
him, & in less than an hour we had  
him turned up & towing, but the  
tide ran so fast we had to Anchor  
the whale until the tide turned.  
also saw another Boat strike &  
get a whale, it was the Fish  
Boat, as we ascertain by asking  
one of ~~them~~ ~~boats~~, when the  
tide turned we commenced towing again  
and the ship got underweigh. & at 5-  
P.M. got our whale along side, aboard  
the stinker and cut on ~~they~~ ~~into~~ ~~the~~ ~~water~~ ~~at~~ ~~the~~ ~~time~~ ~~of~~ ~~the~~ ~~day~~ ~~at~~ ~~the~~ ~~time~~ ~~of~~ ~~the~~ ~~day~~ ~~at~~ ~~the~~ ~~time~~ ~~of~~ ~~the~~ ~~day~~



Monday August 8<sup>th</sup>.  
310 Days Out. Commenced with light  
air & calm, ship at anchor, at 4 A.M.  
called all hands and finished cutting  
the stinker, and sent 2 Boats off  
while, we finished cutting the other  
Whale which we finished at 12 o'clock.  
employed clearing away the ice &  
then the afternoon, at 6 P.M. set  
the Wack & started the Works, at  
7 the other Boats returned but without  
a fish, so the Capt. thought he would  
send the same Boats again. so  
ends this day's work, employed  
Boiling.

310 Days Out Tuesday August 9<sup>th</sup>  
Commenced with light air  
ship at anchor at 2 A.M.  
called the Larboard & Bow Boats  
crews & sent them off cruising.  
the rest of us employed Boiling.  
At 5 P.M. took up anchor and made  
sail and stood up for the ice also fished  
out for meat so ends

311 Days Out Wednesday August 10<sup>th</sup>  
Commenced with strong Breeze from the  
Northward & some rain. the Watch  
employed in Boiling at 10 A.M.  
cleared off, & towed all 4 Boats  
for whales the mate struck & killed.

Shotok Sea August  
but was obliged to anchor him on  
account of the wind & current. Also  
there was not enough on board to get  
the ship under weigh the Starboard boat  
tried to get on board but could not get  
and went on board the Bark Manuel  
At 2 P.M. she came on board & brought  
our line that she had in getting out of  
whales At 3 P.M. we sent them in search  
of the male but could not find him &  
came on board in company with the 3<sup>rd</sup> male  
of the Bark but could not find her on account  
of the fog but found us by the sound of our  
gun. At sun down the male came on board  
the whale had sunk & while hauling took  
the boat party down filling her  $\frac{1}{2}$  full  
of water carrying away the chunco & steel.  
Also the Bow & Waist Boat - we do not  
know where they are or what they are doing  
So ends this Days work.

Old Days Cal.

Thursday August 11<sup>th</sup>.  
Commences with a calm & thick fog  
ship remains at anchor at the watch employed  
in the boats. A plenty of whales around the  
fired our gun a number of times but no  
news of the boats yet - so ends.



Uchotsk Sea August. 1908

313 Days Out.

Friday August 12th/08

Commenced with calms and foggy weather  
ship laying at anchor

A. C. A. M. M. male went in search of this  
whale but did not find him but found  
another belonging to the Gladia to & took  
him along side also at the same time saw the  
other 2 Boats then had been on board  
of the Coral until this morning At 10  
commenced cutting & sent Mr. Tilton  
after this whale again but without  
success but he got another that will  
make about 10 or 15 lbs At P. M. took  
him along side and commenced cutting  
At 10 finished and sent all hands below  
so ends with pleasant weather.

314 Days Out.

Saturday August 13th/08

Commenced with light breeze &  
clear weather, ship laying at anchor  
in Alexander Bay, also about 12  
other vessels, laying at anchor in  
sight of us. all catching Whales like  
Thunder. at 4 A.M. cleared  
away for Boats, at 5 P.M. the  
third Make Spruce & Lumber, but did  
not get the whale along side until  
2 the next morning & so end  
this, now have 6 days work, and all  
for a little foggy. The ship  
Robert Hood sailed for the Island  
Round Town. full

315-

Days Out-

Sunday August 14<sup>th</sup> 1853.

Commenced with calm, ship at anchor, & plenty of Whales all around at 8 A.M. called all hands and commenced cutting with 2 Boats off my self, & Mrs Bloomer &c. at 11 we struck & killed; and at 12 got him along side and stopped aboard and cut him in, while the 2<sup>nd</sup> & 3<sup>rd</sup> Mates went after more: the 2<sup>nd</sup> Mate struck at 4 P.M. & at 7 took his whale along side, well satisfied with our day's work and well we might be so. Ends there 24 hours.

316 Days Out Monday 15<sup>th</sup>. Commenced with calm, ship at anchor, & Whales in abundance at 5 P.M. called all hands and, sent 2 Boats off Mrs Bloomer again: while the other 2 remained to catch Whales. at 8 A.M. we struck again, (Mrs Bloomer being in luck) & at 10 got our whale along side, & stopped aboard to help cut him, while the 3<sup>rd</sup> Mate went off, and succeeded in striking a large Whale and turned him up but the Whale sunk, and after we finished cutting we got under weigh and went up, close to boat and ordered again, but could not get him along side on account of the tide. else ~~had~~ in thick fog & was obliged to lay by the whale all night so ends.



How the Muffs took 3-4 Whales along side to day.  
I had success to Mrs Bloomer!

August 16<sup>th</sup>. Commenced with thick fog  
the 3<sup>rd</sup> Mate within hail, at half past 12.  
Crew. the tide being fair, call all hands &  
went after the whale, but it being night  
& thick fog did not see the ship, so we were  
obliged to anchor him again and to anchor  
the 4<sup>th</sup> Mate relieved, the 1<sup>st</sup> Mate came aboard  
to the next boat succeeded in getting the  
strip Whale along side, & commenced  
cutting, still remaining foggy. at 2 P.M. cleared  
up and sent the Larboard and waist  
Boats off, but they returned at sunset  
without success. employed Boiling  
August 17<sup>th</sup>. Commenced with light air &  
calm. ship at anchor, employed Boiling  
at 4 A.M. cleared away the Boats, and  
at 8 the Mate struck and killed, and the  
2<sup>nd</sup> Mate went to help him. while  
we remained, with the 3<sup>rd</sup> Mate to catch them  
but the whales were shy & Mrs Bloomer!  
staid in the descendant. Did not succeed?  
at sunset the mate got his whale along  
side & tied him up by the Tail! for the night  
so ends this day. Myself rather down  
at the mouth,

August 18<sup>th</sup> Thursday. Commenced with strong breeze & over  
cast. at daylight lowered the Larboard & Main  
Boats, at 5 A.M. the Mate struck and  
dressed & came on board without success  
also commenced cutting at 9 A.M. finished  
later just raining, all hands aboard,  
employed at various duties. started 5 casks of  
oil into the Tanks so ends.

August 19<sup>th</sup>. Friday. Commenced with fog & Rain.  
Ship laying at anchor, all hands aboard, and  
employed stowing down & Boiling latter  
part cleared off Lard the Boats, but without  
success so ends.

August 20<sup>th</sup>. Saturday. Commenced operations at 4 A.M.  
Mrs Bloomer's store in the ascend and again  
at 5 A.M. we succeeded in striking a very  
large Whale & had as nice a sleigh ride  
as ever I had in my life, but of short  
duration, for we had him turned up &  
alongside by 6 M. but the tide was rising  
so fast that it parted the line and  
cheated us a little, however we took him  
along side again at 1 P.M. with the Hunter's  
assistance and commenced cutting & finished  
at 11 P.M. also the 2<sup>nd</sup> Muck struck  
& dragged so ends.

August 21<sup>st</sup>. Sunday. Commenced with calm, ship  
at anchor, all hands aboard employed in  
Boiling & stowing down seeds.

August 22<sup>nd</sup>. Monday. Commenced with thick fog  
and calm. all hands employed Boiling  
and stowing down.

August 23<sup>rd</sup>. Commenced with thick  
fog employed Boiling & stowing down  
latter part clear, covered but without  
success.



Wednesday August 24<sup>th</sup> 1833.

Commenced with light  
airs and Whirls! at 4 A.M. a slight  
occultation took place, between the Capt-  
& Mate. which ended without much  
damage to either party. also lowered  
3 Boats and the 3<sup>rd</sup> Mate & ourselves  
(Mr Bloomer!) succeeded in catching a  
first species, and got them along side  
at sunset.

Thursday August 25<sup>th</sup>. Commenced with calm  
and foggy by spells. at 4 commenced  
cutting. at 8 A.M. cleared up and sent  
the Mate & 2<sup>nd</sup> Mate of after which  
the Mate struck and killed his whale  
and ordered him to wait for a fair  
tide at 12 we finished cutting then  
we lowered, our star being in. The  
descendant again to day we returned  
without success. and to help take the  
Males whale along side which being done  
sent a boat below, so ends.

August 26<sup>th</sup>. Commenced with dead calm. ship  
at anchor. at 4 A.M. commenced cutting  
at 5 lowered 2 Boats the Oldest &  
ourselves, the Lucky star & home on us  
again to day at 6 A.M. we struck  
and killed. and commenced towing. at  
12 took our Whale along side & commenced cutting  
the Starboard & Waist 3 Boats off. at 2 finished  
cutting. also the Mate struck a whale  
and at 6 took him along side. so ends  
employed stowing down. Boats commenced.

Saturday 27<sup>th</sup>. Commenced with strong Breeze  
Ship at anchor, employed Boiling -  
at 8 A.M. took a Whale along side  
belonging to the Bark Bell of Warren  
14 Months Out - 500 bbl. to accommodate them  
untill the tide changed. at 9 A.M. lowered  
our Boats - but without success so ends

Sunday 28<sup>th</sup>. Commenced with strong Breeze ship at  
anchor, & employed Boiling. at 4 A.M.  
lowered the Larboard and Bow Boards  
for Whales, at 5 A.M. the Mate struck &  
killed, and after towing all day got  
no whale along side at sunset and  
let him lay all night - so ends.

Monday August 29<sup>th</sup>. Commenced with  
light breeze and pleasant weather ship  
at anchor, employed Boiling &  
Boats chasing Whales but without success

Tuesday August 30<sup>th</sup> 1857.



Wednesday August 31<sup>st</sup> 1833.

Wednesday 30<sup>th</sup> 1833. Commenced with rain & calms  
employed Boiling &c. at 4 A.M. The  
Mate & 3<sup>rd</sup> Mate lowered, at 5 the  
Mate struck and killed & anchored his whale  
all day, at 1 P.M. we lowered, with the  
2<sup>nd</sup> Mate, at 5 P.M. we struck a pogy  
our commences towing, at sunset  
we got our whale to the ship and  
went & helped Mr. Tilton. Towards  
and a little after dark got his whale  
to the ship so ended with 2 Pogy  
along side.

Thursday 31<sup>st</sup> 1833. Commenced with light  
breeze and calms, employed Cutting &  
Boiling at 1 P.M. finished cutting  
and took up our anchor and changed  
Our berth. commences

Friday Sept. 1<sup>st</sup> 1833. Commenced  
with calm & pleasant weather, employed  
Boiling &c. at 4 A.M. Mate & 3<sup>rd</sup>  
Mate lowered & at 7 A.M. the Mate  
struck & killed, at 6 P.M. took  
the whale along side so ended.  
with the largest whale along side  
that ~~we~~ have ever seen.  
The Capt says it will make  
200 bbls.

All in good cheer.

Saturday Sept 1<sup>st</sup> 20<sup>th</sup> 1833.

Commenced with  
calm & pleasant weather, employed  
cutting & boiling, the Mate  
lowered again to day, got another  
good Whale & got him alongside  
by the time we got done cutting  
the Old Bustard was hooked  
on & cut the other one in &  
finished at sunset, sounds.

Sunday

Sept 2<sup>nd</sup> Commenced  
with strong Breezes, ship at  
anchor, all hands aboard & employed  
at Boiling & stowing down.

Monday

Sept 4<sup>th</sup>  
Commenced with strong breezes &  
Raining, ship laying at anchor, employed  
Boiling & stowing down in the fore hold

Tuesday

Sept 5<sup>th</sup>  
Commenced with Light Breezes and fine weather  
at 4 AM. Lowered 2 Boats, Mate & 2<sup>nd</sup> Mate.  
the Mate got another whale, but could  
not fetch the ship with him, so he anchored  
and slept - Man all night. 20 ends, Boiling.

Sept 6<sup>th</sup> Commenced  
with fresh Breezes, ship at anchor, at 4 AM.  
lowered 3 Boats to look for the Mate's  
Whale, at 6 took him alongside, and commenced  
cutting with 2 Boats crews, and it being our turn to go  
we lowered, with the 2<sup>nd</sup> Mate, Christy being still  
up, we struck a noble large Whale, & of all the shower  
baths that ever I had this best of all, however we killed  
the gentleman he sunk, so we was compelled to  
lay by him all night. 20 ends.



Our whales are beginning to leave. There has been from 15 to 20, now there is but 10.

24th June 1753.

Commenced with light air & calm employed Boiling at 2 P.M. got our Whale along side and commenced cutting at sunset finished sent the roach below so ended. employed clearing up. Deck's.

25th June. Commenced with pleasant & calm weather, ship at anchor & employed Boiling. at 4 1/2 A.M. we lowered again. But our star had fallen & the 2<sup>d</sup> mates was not up so we return after a long and tedious chase without success. The whales appeared to be more shy than usual.

26th June. Commenced with light air. ship at anchor. at 4 1/2 A.M. we were off again but the same success as yesterday, the other roach employed stowing down. at sunset we return & we begin to think our star has set. b. now. however I hope it will rise again.

27th June 1753.

Commenced with light air & calm, ship at anchor, employed Boiling. We lowered again this morning as usual and met with better success, (The star is up) at 6 A.M. we struck, killed & commenced towing but we could not fetch the ship because the tide turned against us so we anchored our ~~whale~~ and went aboard. at 3 P.M. we went & got the whale along side and commenced cutting. at 9 finished so ended at 12 P.M. boiled down the Whales.

Sunday Sept. 11<sup>th</sup>. 1833.

Commenced with calm ship at anchor.  
employed stowing down with our men  
the other of chasing Whales. at sunset  
the Boats returned. <sup>at 4 P.M.</sup> started the men again.  
Sept-12<sup>th</sup>.

Commenced with light air and calm  
ship lying at anchor; at 4 A.M. the mate  
lowered and at 5 Mr. Bully, Hopkins,  
myself &c. lowered and struck a fish,  
and the finding a little spiteful about it  
returned the Compliment with a crash,  
not doing much damage to the crew  
however, but considerable to the Boat.  
but for all that we saved him and got him  
along side at 11 A.M. and commenced  
cutting, the mate went off and got another  
and at 10 P.M. took him along side  
so much.

Sept 13<sup>th</sup> 1833.

Commenced with calm ship at anchor  
employed cutting and Boiling, 2 Boats  
off but without success. so much.

Sept 14<sup>th</sup>.

Commenced with thick & Rainy weather ship  
at anchor, lower for whales. but without  
success. also spoke ship Harveva of  
N.B. 40 Whales this season, which made  
her 1200 bbl. so much. having taken  
our anchor & changed our berth.



Thursday Sept 15<sup>th</sup> 1757.

Commenced with a light Gale from the N.W. so we had to cool down the Boats and prepare for the worst; hauled up both Cables & dropped the starboard Anchor under foot & paid out 100 fathoms Cable on our Larboard Anchor, and sent all hands below there was also 5 other Ships in sight - all that was left of the Fleet, so ends this 24 hours.

Sept 16<sup>th</sup>.

Commenced with fresh Breezes and overcast, the gale having moderated. We went to take our starboard anchor up, but the end of the Chain came in without the Anchor, having got off & lost which gave us much trouble and causing our immediate departure for safety, we had a small anchor which we got on the starboard Bow, & at 5 P.M. got underway shaped our course for Delixtown Bay, but could not fetch so at 12 P.M. we anchored again, so ends having sent down our fire & muzzes. Top Gallant Masts at 10 commenced Boiling again.

Sept 14th

Commenced with strong  
Breezes, from N.W. at 5 A.M. got  
underweigh in stould order for the Bay  
in company with 3 other ships.  
having left 2 ships in Hunter Bay  
at 5 P.M. came to in Felixlone Bay  
and commenced getting cask ready for water  
so ends having finished Boiling.

Sept 18th

Commenced with fresh  
Breezes, ship at anchor, at 6 A.M. got  
our casks ready & started ashore to  
fill them, at 4 P.M. the Raft returned,  
hauled it in, stowed it down & got  
ready for sea, the other 2 ships  
returned to day from Hunter Bay.  
so ends,

Sept 19th. Commenced with  
fresh Breezes from the S.E. at half  
past 2 A.M. we took our anchor  
ground started to try and get out  
of the Bay for the weather looked  
bad, & our anchors are small, also the  
Manava left at the same time bound  
for the Islands. Middle past noon  
at 5 P.M. spoke the Manava and had  
a Gun! so ends steering S.E.



Tuesday Sept 20<sup>th</sup>. 1855.

Commenced with fresh  
Breeze ship, steering N.E. by E., at  
7 A.M. saw plenty of seals, and forward  
all 4 Boats. We got on & struck, but  
having changed 'Mrs Bloom', for the  
Blanca Eagle, we also changed our Luck;  
the Whale took our line, and we went  
to the 'Old Harry' with it, so we  
went aboard, and hauled again  
in the afternoon but without  
success. The 3<sup>rd</sup> mate having struck but  
his Iron drewed, so ended both  
Mangro in sight. also spoke ship  
John Howland, P.B. bound for the  
Islands. September 21<sup>st</sup>.

Commenced with strong Breeze  
from N.W. steering N.E. by E.  
employed storming down a 20 mds.

Sept 22<sup>nd</sup>.

Commenced with light  
Breeze steering N.E. by E. employed  
breaking out for Provisions &c. at 11 AM  
~~the~~ spoke the John Howland again  
1500 lbs this season. 2600 in all  
& bound home.

Sept 24<sup>th</sup>. Commenced with  
light Breeze from the North over all  
steaming E.S.E. in company with the  
J. Howland, all hands employed (working  
their clatters, at 5 PM. hauled with  
the John Howland again. seals  
having lost one day in our Reconciling

Sept 25<sup>th</sup>

Commences with light breeze from S.E. ship heading to the S.W. the J.H. still in company. also saw another ship heading to the South west so ends.

Sept 26<sup>th</sup> Commences with strong breeze & heavy swell, from N.W. Steaming S.E. under doubled Reeped Topsails. Wind first moderated & made sail, latter part light breeze & a very heavy swell, the J.H. still in company.

Sept 27<sup>th</sup> Arr.

Commences with light gale steering S.E. at 10 A.M. furl'd M.D. galloway sail & doubled Reeped the Topsails so met the John Howland in sight.

Sept 28<sup>th</sup> Commences with strong breeze ship steering S.E. & N.E. middle part moderated & made all sail, the John Howland still in sight, also another ship in sight so ends.

Sept 29<sup>th</sup>

Commences with light breeze ship laying aback with the Island of Paramashare under our lee, & 15 miles distant at 5 A.M. kept off again for the passage. each employed scraping Bone at sunset got the larboard anchor off the Bow, in case we should want to use it, saw the J.H. in sight, also another ship.



Left 10 A.M. ... commences with dis-  
cuss and variables. Ship in the middle  
of the passage and trying to work  
out of the eddies, employed at  
serious duty, stowing away & preparing  
for a gale of wind &c. at 12 P.M.

we got through the passage and got  
able clear of the Land, but it began to  
breeze on & had the appearance of a gale  
which made things look rather  
dark, however, we kept going, & trying  
to make an offing, & ends searching  
hard for our Beacon.

Saturday October 14 1752

Commences with strong  
breezes. N.E.W. & increasing all the  
time, with the prospect of a gale,  
which makes things rather disagreeable  
for the Rocks are under our lee and  
scarcely 20 miles distant, at 10 A.M. carried  
away our fly jibboom, also furled the  
main top gallant sail, & at 11 A.M. Reefed  
the Topsails, still increasing, so at  
1 P.M. furled the jib &  
reefed the main sail, Bally Haulins  
frightened almost to death, Thashed the ship on  
Companys Island 4 times to night  
but we are not at all got or likely to be far  
at 4 P.M. the wind hauled to the Westward, which  
being fair, we ensoued it with a Rush, and  
in spite of Bally Haulins we are  
off for the Islands. so ends the first  
of October, which will be remembered by us all.  
For a long time.

Sunday October 2<sup>nd</sup> 1753.

Commences with light breeze from the Westward, ship steering E by S. with all sail set, - so ends.

October 3<sup>rd</sup> Monday

~~Wednesday~~

Commences with a fresh gale from S.W. steering E by S. under doubled Reefed Topsails, Middle & latter parts same so ends.

Oct 4<sup>th</sup> Tuesday.

Commences with a strong gale from the S.W. steering E by S. under a close reefed M. Topsail & reefed Foresail, latter part moderated, made all sail so ends.

Oct 5<sup>th</sup> Wednesday.

Commences with light and baffling winds, ship working along shore by, towards the Islands; also saw another ship, but did not speak her. so ends employed scraping Bone.

Oct 6<sup>th</sup> Thursday

Commences with light breeze, from the S.W. steering E by S. under all sail reach employed scraping Bone

Oct 7<sup>th</sup> Friday.

Commences with light air and variable steering to the E.S.E. at daylight saw ship steering to the Eastward, latter part wind abated but very light employed scraping Bone, &c. so ends.



Saturday Oct-8<sup>th</sup> 1833.

Commences with a fresh gale  
from the S.W. steamer Eby S. under  
double reefed topsails, latter part  
silent Rain. 20 fms.

Sunday Oct-9<sup>th</sup> 1833.

Commences with a light breeze  
and heavy snow, from the N.W. steamer  
Eby S. Middle and latter part - light air  
and calm so ends, employed sweeping Bore.  
Monday Oct-10<sup>th</sup> 1833.

Commences with a light  
gale from the S.W. steamer Eby S.  
Middle part rather damp so that  
if we were either sugar or salt  
we should be very likely to get  
dissolved, latter part the same so ends.

Tuesday Oct-11<sup>th</sup> 1833.

Commences with light  
strong Breezes from the N.W. steamer  
Eby S. at day light made all sail,  
mid & latter parts moderate.

Wednesday Oct-12<sup>th</sup> 1833.

Commences with light Breezes from N.W.  
steamer Eby S. employed securing up  
the fore & main top gallant masts  
yards &c. so ends.

Thursday Oct-13<sup>th</sup> 1833. Commences  
with strong Breezes, from S.W. ship steamer  
Eby S. under all sail. latter part  
strong gales.

Friday Oct-14<sup>th</sup> 1853

Commenced with strong Breezes ship  
steering E. by S. under all sail employed  
in stending the main & all & bidding  
sail so ends

Saturday Oct-15<sup>th</sup> 1853

Commenced with strong Breezes from  
N. W. steering E. by S. latter part  
same all hands employed in stending fore  
top sail so ends.

Sunday Oct-16<sup>th</sup> 1853

Commenced with light winds under  
all sail. Mid part some rain latter part  
Breezing up from the N. E. Steading  
to the southward & westward so ends

Monday Oct-17<sup>th</sup> 1853

Commenced with a light gale from  
the S. W. steering E by S under double  
reefed top sails. Latter part wind went  
down & hauled to the N. W. so ends

Tuesday Oct-18<sup>th</sup> 1853

Commenced with strong Breezes from  
the N. E. mid part plenty of rain latter  
part same. so ends.

Wednesday Oct-19<sup>th</sup> 1853

Commenced with a heavy gale from the S  
W. steering E by S under close reefed  
main top sail & fore sail at 1 P. M. carried  
away the jill Boom Mid & latter part  
light Breezes & plenty of rain so ends



Thursday Oct-20<sup>th</sup> 1853  
Commenced with light Breezes from  
the S.E. mid part took in the light  
sails & reefed the top sails to the port  
a heavy gale so ends.

Friday Oct-21<sup>st</sup> 1853  
Commenced with a heavy gale with  
thunder & lightning mid & latter part  
the same employed in Breaking out for  
a new fore sail so ends.

Saturday Oct-22<sup>nd</sup> 1853  
Commenced with Strong Breezes &  
a heavy swell from the S.W. Steering  
S.E. by E under all sail employed  
scrapping so ends.

Sunday Oct-23<sup>rd</sup> 1853  
Commenced with light Breezes from  
the S.E. employed in Breaking out  
for Bread so ends.

Monday Oct-24<sup>th</sup> 1853  
Commenced with light Breezes from  
S.E. employed in scraping bone &  
sewing out a spare top mast for  
a gill boom so ends.

Tuesday Oct-25<sup>th</sup> 1853  
Commenced with Strong Breezes  
from the S.E. employed in washing  
bone so ends.

Wednesday Oct-26<sup>th</sup> 1853  
Commenced with light Breezes  
from the N.E. employed scraping  
& washing bone so ends

Thursday Oct-27<sup>th</sup> 1853  
Commenced with light Breezes from S.E.  
heading. S.E. by E employed washing  
bone so ends.

Friday Oct-28<sup>th</sup> 1853  
Commenced with light Breezes from  
S.E. employed washing bone one  
sail in sight so ends.

Saturday Oct-29<sup>th</sup> 1853  
Commenced with light Breezes from  
S.E. employed washing bone nothing  
of importance has transpired to day  
so ends.

Sunday Oct-30<sup>th</sup> 1853  
Commenced with light Breezes from E  
being short for water we had to put  
the men on an allowance so ends.

Monday Oct-31<sup>st</sup> 1853  
Commenced with light Breezes from  
S.E. all hands employed in washing  
and scraping bone so ends.

Tuesday Nov 1<sup>st</sup> 1853  
Commenced with light Breezes & plenty  
of rain employed the same as yesterday,  
so ends.

Wednesday Nov 2<sup>d</sup> 1853  
Commenced with light Breezes,  
from N.W. steering S by E. washing  
bone & various other duties so ends.



~~Wednesday August 24<sup>th</sup>.~~

~~Commences with light air and  
calms, ship at anchor, & Boiling &c.  
at 9 Am. lowered 3 Boats.~~

~~Mrs Bloomer in clack and went off  
on a cruise and succeeded in catching  
2 Whales. one to the Bow Boat,  
and 1 to Mrs Bloomer.~~

Thursday Nov-3<sup>rd</sup> 1853

Commences with light Breezes from N. W.  
steering S by E. employed in various  
duties latter washing ship so ends

Friday Nov 4<sup>th</sup> 1853

Commenced with light Breezes  
from the N. W. steering S. by W.  
employed in washing ship & mend-  
ing a Boat so ends,

Saturday Nov-5<sup>th</sup> 1853

Commenced with strong Breezes from  
N. E. steering S. by W. At 6 A. M. Made  
the island of Whycar bearing S W.  
Distance 60 miles At sunset the  
Capt. went on shore & the Pilot came  
on board. so ends,

Sunday Nov 6<sup>th</sup> 1853.

Commenced with light air and variables  
ship standing off and on, with the Capt. ashore  
& the Pilot aboard. at daylight, tacked  
ship & stood in shore, but it died away  
again, until about 2 P. M. we got a little breeze  
which lasted till 4 P. M. at 5 P. M. came to  
& anchored. in Pilot, ashore.

Monday Nov 7<sup>th</sup> 1833.

Commences with Rain  
and usual in Hilo, employed getting  
of Water & cleaning out the Blue-room  
I forgot to mention that there was  
St. Ship's saying here when we arrived,  
and I sailed the day we arrived, yesterday  
the Pacific of 2500 bbls. also the  
Sophia, 930 bbls. Samerlane, 2500, bbl  
Briganza, 2500. bbl. & Culivion of S. Hill  
so ends.

Tuesday Nov 8<sup>th</sup> 1833.

The day it happens to  
be quite fair weather for Hilo, all hands  
aboard, and employed at various duties,  
in the afternoon we got of a Raft of  
Water so ends.

Wednesday Nov 9<sup>th</sup> 1833.

Very pleasant, for Hilo  
& no Rain. the Starboard Mast ashore  
on Liberty, for 12 hours, to night the  
Ship Samerlane sailed for Wahoo &  
from Thence Home! Oh Dear, how I  
wish it - soas ~~the~~ us.

Thursday Nov 10<sup>th</sup> 1833.

Commences with  
considerable Rain however the Starboard  
Mast is ashore on Liberty to day the  
Ship Thomas Age, of and from N.B.  
& season's 2600, bbls on board,



Friday Nov 11<sup>th</sup> 1753.

Friday

The day is quite pleasant & the Starboard Watch is ashore on Liberty again. The other watch employed setting up the fore & aft-stays &c. also has Capt. Willis, & wife, & a party of Ladies & Gentlemen that Resided ashore pay us a Visit. The ship Daniel Wood, (Chippew) of 1 from N. B. 14 1/2 Months Cut 600 lbs.

Saturday Nov 12<sup>th</sup> 1753.

The Starboard Watch ashore on Liberty, & the Starboard, employed drying Bone & Braking Cut for spungason to Bundle it - With &c.

Sunday Nov 13<sup>th</sup> 1753.

This being Sunday, there is nothing to do, so all hands is going ashore, to go to Meeting,

~~Monday Nov 14<sup>th</sup> 1753.~~

White Pleasant - to day, except a little shower, this morning. which did not last long, however, & the Watch, is ashore on Liberty, ourselves employed painting Bundles Bone

Monday Nov 14<sup>th</sup> 1753. Starboard Watch ashore on Liberty, the Starboard Watch employed Bundling Bone

Tuesday Nov 15<sup>th</sup> 1753. Starboard Watch ashore on Liberty, the Starboard Watch employed Bundling Bone

October 17<sup>th</sup> Nov. 16<sup>th</sup> 1833.

Rain! Rain! Raining  
the Starboard Watch on Liberty,  
excepting myself, I ~~departed~~  
on the account of the Rain.  
also got our Boat off, that  
we had stolen from us, last  
Spring.

Thursday Nov. 17<sup>th</sup> 1833.  
More Rain to day,  
the Starboard Watch ashore on  
Liberty. The Starboard watch  
employed painting ship &c.

Friday Nov 18<sup>th</sup>  
Starboard Watch on  
Liberty, Larboard, employed  
painting ship. To day I had a  
little conversation with Capt. Wallis  
ashore, which ended to my own dissatisfaction  
however, I guess I shall live through it.

Saturday 19<sup>th</sup>.  
Larboard Watch  
on Liberty, & pleasant weather.  
Starboard Watch employed at various  
duties, such as, painting, drying Bone,  
fitting Bob stays, &c. also arrived  
to day, the Ship Hibernia of 8 from  
N.S. months bbs



Wido, Nov. 20<sup>th</sup> 1853.

Sunday Nov 20

All hands ashore

Monday 21<sup>st</sup>

To day all hands aboard, Our Liberty is done and we are going to break out Our Oil to send home in the Ship Ontario of Sag Harbor.

Tuesday Nov 22<sup>nd</sup>

To day commenced breaking out Our Oil also took a Raft aboard of the Ontario so encl

Wednesday Nov 23<sup>rd</sup>

To day employed Rafting & storing Oil, aboard of the Ontario, &c.

Thursday 24<sup>th</sup>.

Raining, & a very heavy snowing. saw a ship in the Offing, it proved to be the Columbia of Nantucket, Capt Cash, 1200 bbls, the ship resumed, Capt Allen and Capt Cash came ashore.

Friday 25<sup>th</sup>.

Employed storing Oil aboard of the Ontario. The Columbia arrived to day, at 12, so encl.

11  
Friday Nov 25. per day 11  
Saturday Nov 26<sup>th</sup>. 1853.  
Employed <sup>working</sup> breaking out  
Oil in the Grain Hatches, but it being  
such a bad time to raft Oil we  
have not put any aboard.

Sunday Nov 27<sup>th</sup>.  
All hands went  
ashore, to day, from all the ships  
in the Harbor, about 1 P.M.  
The swell arose so the ship's  
~~anchors~~ were in danger of dragging,  
so at 2 P.M. we took our Boat  
and came aboard, by the Capt's request  
so ended the visit of the crew ashore  
also let go the starboard Anchor.

Monday Nov 28<sup>th</sup>.  
Employed Breaking  
out, & stowing Oil aboard of the Ontario

Tuesday 29<sup>th</sup>.  
Employed stowing  
Oil aboard of the Ontario.

Wednesday 30<sup>th</sup>.  
Employed Stowing Oil aboard  
of the Ontario, at sunset finished  
stowing Oil, aboard of Ontario.  
about 5.00. P.M.



Thursday December 1<sup>st</sup> 1853.  
This morning the Thomas Kye  
sailed for Wahoo. We employed getting off  
Water got 150 lbs. also the ship.  
Callao arrived. 6 days from Wahoo  
2300 lbs, this season, (2 Knives.)

Friday Dec 2<sup>nd</sup> 1853.  
Today discharged all  
the Kanakas & sent them ashore,  
and good redance to bad rubbish.

Saturday Dec 3<sup>rd</sup>.  
Employed bundling  
Bone &c likewise preparing for sailing

Sunday Dec 4<sup>th</sup> 1853.  
Today most all hands  
ashore, & this morning Capt. Willis  
and Wife, & likewise Young Henry P.  
(The little Sandwich Islander) also one of  
the Native Ladies. to wait & tend upon  
Miss Willis. Now being all ready to sail  
we expect to go some time in the  
course of the night.

Monday Dec 5<sup>th</sup>. While I. I.  
We got underway this morning & got  
out 4 or 5 miles but had to put back  
and anchor again, on the account of unfavorable  
winds, or no wind, just as you please  
up to any rate we are here, but I hope  
we shall get clear to night.

Sailed from Hilo. I hope..

Tuesday Dec 6<sup>th</sup> 1833.

Light and variable Winds accompanied with Rain; to day the <sup>Wing</sup> Pilot went ashore, again sick of his cargo, at 8 P.M. the wind being fair, we took our anchor & got under weigh in company with the Pacific, at 10<sup>h</sup> the pilot left us, & at 11. set the watch, the Starboard watch below. Middle part fresh Breeze so ends.

Wednesday 7<sup>th</sup> 1833.

Commenced with strong Breeze from S. steering N.E. the Pacific in sight, on the starboard beam, at 12 kept of more to the Northward. The Island of Maui in sight bearing N.W. distance 20 miles, at sunset perfect Maui, with a smacking Breeze so ends.

Thursday 8<sup>th</sup>.

Commenced with strong Trades, steering N.W. at 1 A.M. furled the Main Royal & took in the Foremast <sup>and</sup> at 2 furled Topgallant sail, and let her go under Topsails, at day light - Breeze all sail, again. Dinner. Fleet bearing N.E. W. distance 10 miles, at 7 A.M. got a Pilot, but the wind being strong and unfavorable we could not get in so the pilot went ashore, and Capt Willis accompanied him, at 5 P.M. Capt Willis returned, with Old Harbor the Launch.



Honolulu, S. I. Saturday 10<sup>th</sup>.

Friday Dec. 9<sup>th</sup> 1853.

Commenced with strong  
Breezes from the Eastward, ship laying off  
& on for a Pilot; also 2 more ships laying  
off and on, at 1<sup>st</sup> P.M. the Bark Blowing  
of Beaton passed us bound home, and  
may see have a pleasant Passage.

Chas. Dear, we have got to lay out  
sick, another might & beat and bang  
about, but it is no use to fret about  
it, so we will hope for the best &  
be contented, Latter part moderate so  
ends.

Saturday Dec 10<sup>th</sup> 1853.

Commenced with  
light breezes from the Eastward,  
at 7 A.M. the Old Rascal of a Pilot  
came off and took us into the Harbor  
which pleased us all very much,  
we anchored at 8<sup>th</sup>, A.M. and started sails  
and moved ship &c, at 2 P.M. the Capt.  
& his Wife went ashore, employed moving  
ship, so ends.

Sunday Dec 11.

All hands ashore

(but me.)

Honolulu.

Monday Dec. 12

Employed  
breaking out the after hold, to stow  
our Meat, that was sent out to us

Tuesday Dec 13<sup>th</sup>

Employed  
delivering <sup>our</sup> Bone aboard of the Young  
America, of New York. Delivered 13,000  
pounds,

Wednesday Dec 14<sup>th</sup>.

Employed  
Drying & Busselling Bone &c,

Thursday 15

Employed bussling  
Bone, also rigger in the pit below

Friday 16<sup>th</sup>.

Employed  
delivering Bone on Board the Young  
America, &c,

Saturday 17

Today finished  
taking Bone aboard the Y. A. also  
took about 8 tons of Coal ashore  
to the Custom House,

Sunday 18<sup>th</sup>.

All hands ashore



Honolulu. Dec. 1833.

Monday 19<sup>th</sup>.

Employed getting Provisions from the Shore also the Coal Casks.

Tuesday 20<sup>th</sup>.

Employed stowing down the Provisions in the after hold, also got a small keft of Water.

Wednesday 21<sup>st</sup>.

Employed stowing down Water & Meat &c. afternoon employed Rigging the Jibboom.

Thursday 22<sup>nd</sup>.

Employed rigging out the jibboom & fitting ~~and~~ ~~beating~~ a foretop sail,

Friday 23<sup>rd</sup>.

Employed heading a jib & foretop sail,

Saturday 24<sup>th</sup>.

Employed fitting the Boats &c. all ready for sea but cannot sail on the account of Mrs Willis being sick.

Mr Parker Our men  
made even aboard  
the City.

\$2.00

Sunday Dec 23<sup>rd</sup>

Today being Christmas  
I went ashore, but I could not see  
any thing of Christmas or any thing  
else so I came aboard again dissatisfied  
enough.

Monday Dec 24<sup>th</sup>

Employed washing  
the ship inside,

Tuesday 25<sup>th</sup>

Employed  
washing ship, &c. also took a spar  
ashore to get a fly jibboom made.

Wednesday 26<sup>th</sup>

Employed  
at various jobs, such as washing  
ship a little, painting a little &c.

Thursday 27<sup>th</sup>

the same,

Friday 28<sup>th</sup>

Today got the fly  
jibboom off also painted the  
jibboom, & top of the cabin &c

Saturday 31<sup>st</sup>

Today the wind  
is from the S. E. and prospects  
of a blow,

about 12 or 13 inches since  
this week

3.00



Monday January 1<sup>st</sup> 1854.

Happy new Year! yes happy  
Year enough but not very happy  
folks, though, of all events I am  
not very happy, <sup>or shall not be</sup> until we sail from  
here which there is a little hopes now  
for the Capt & his wife are getting  
better very fast,

Tuesday January 2<sup>nd</sup>.

To day employed unmoor-  
ing ship & hauling out into the  
Passage for sailing, also Capt  
Wallis & his wife came on board

Wednesday January 3<sup>rd</sup>

We are ready  
to sail now, but it seems as though  
we are not destined to such a pleasure  
for there is no wind not a breath,  
but see what tomorrow bring a fate.

Thursday Jan 4<sup>th</sup> 1854.

Oh! dear! more & more  
fresh breezes from the Southward, right a  
head, employed at various little  
jobs, such as fitting the Boats &c.

Friday Jan 5<sup>th</sup>.

Light breeze  
from the southward, accompanied with  
rain.

Friday Jan 6<sup>th</sup> 1854

Light air & calm accompanied with rain, no prospect of getting out to day, or this week as I know of.

Saturday Jan 7<sup>th</sup> 1854

Rain, Rain Rain sooner than Hilo, for it is Rainy & calm, there. Heat wind.

Sunday Jan 8<sup>th</sup> 1854

Light air from off the Land, but they last just as long as a mile on a guide! beared in a foggy day.

Monday Jan 9<sup>th</sup> 1854

To day fresh Breezes from the South again, sprinkled in with Rain squalls, employed repping up old sails, excepting what is on the sick list, which numbers I now myself included.

Tuesday Jan 10<sup>th</sup> 1854

Moderate Breezes from the Southward, employed breaking out for Water, also made up, Our minds to lay here the rest of the Spring Whale Season.



Wednesday June 11<sup>th</sup> 1854.

Delightful day!

Beautiful & Sublime Day! Pleasant and refreshing breezes, light, but, fair, yet fair wind, the Pilot came aboard at 6 A.M. & hoisted & got under weigh, all hands in good spirits, myself getting better fast.

at 8 A.M. the Pilot left us, and we squared the yards, and steered to the Eastward, employed Thursday stowing the cables & latter part strong fresh breezes from the S.S.E. breezes much doubled reefed topsails

Friday June 12<sup>th</sup>.

Commenced with light and variable winds, ship under all sail. also 3 more ships in sight, all sailing of Cybele.

To day Ran the land down pretty hands, saw Caracra Bay the celebrated landing place of Christ-Cock, &c. Employed making a run up, & mending the S.F. sail, at sunset furled the top gallant sail, so ended.

Cruis of Cyhee,  
Saturday Jan 14<sup>th</sup> 1854

Commences with  
light breeze, uncommon with  
rain, 2 ships in sight.

Sunday Jan 15<sup>th</sup> 1854.

Commences with  
light air & calm 2 ships in sight,  
at 11<sup>h</sup> P.M. Capt. Drew, from  
ship Abigail of N. Bedford, board  
us and spent a couple of hours

Monday Jan 16<sup>th</sup> 1854

Commences  
with light air and calm employed  
at various jobs, such as filling  
the Japans' kists & footropes &c.  
saw 2 ships to day, & one had  
her boats down, also saw  
several Fairbacks

Tuesday Jan 17<sup>th</sup> 1854

Commences  
with light breeze N. heading  
& N.E. at 11<sup>h</sup> A.M. Rep. off  
S. by W. the land about 5 miles  
off. 4 ships in sight. Employed  
at various jobs, such as fitting  
& repairing Rigging, Making spungun  
&c. so on &c.



Wednesday Jan 18<sup>th</sup> 1854  
Commenced with  
strong Breezes, from the N.E.  
going to work to the Windward.  
Employed fitting & Repairing the  
Rigging at 4 P.M. spoke Ship  
to North Light & Capt Norton  
4 weeks from Wahoo, Clear  
se ends. 3 ships in sight.

Thursday Jan 19<sup>th</sup> 1854  
Commenced  
with fresh Breezes from the N.E.  
ship beating to the Windward.  
Employed fitting & Repairing  
the Rigging &c. se ends. 4 ship  
in sight Friday Jan 20<sup>th</sup> 1854

Commenced  
with fresh Breezes from N.E.  
ship working to the Windward  
4 ships in sight employed  
fitting & Repairing the Rigging &c  
at 4 P.M. spoke Ship, Mount Vernon  
of 2 from Bedford 17 Nov & 300 sperm  
for whale se ends.

Saturday Jan 21<sup>st</sup> 1854  
Commenced with light air ship sight of  
Karahakoa Bay, at 10 A.M. Capt  
Mullis went on shore and at 1 P.M.  
returned with a few goats &c  
there was 2 ships at anchor

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Sunday Jan 22<sup>nd</sup> 1854

Commenced with  
Light-air & calm, the land about 6 miles  
distant, 4 ships in sight.

Monday Jan 23<sup>rd</sup> 1854.

Commenced with  
Variable winds, ship about 6 & 7  
miles from the land. 2 other  
ships in sight, employed  
fitting & Repairing the Rigging

Tuesday Jan 24<sup>th</sup>

Commenced  
with light & variable winds,  
ship standing off & on, from  
1 mile to 16. Employed  
fitting the Rigging & at 5  
P.M. Capt. Norton, of a Light-  
vane aboard & spent the day  
sober.

Wednesday Jan 25<sup>th</sup>

Commenced with  
fresh breeze from N. E. bearing  
about, from 1 to 16 miles from  
the land, 2 ships in sight  
employed fitting & Repairing  
the Rigging, also Repairing the  
old Beam Boat, and fitting  
the Larboard Boat inside



Thursday Jan 26<sup>th</sup> 1854.

Commenced  
strong breeze & heavy swell, ship  
standing off & on, from 4 to 15 miles  
of the Land, employed at various  
jobs.

Friday Jan 27<sup>th</sup>

Strong & variable  
winds & a very heavy swell,  
employed at various jobs, much

Saturday Jan 28<sup>th</sup>

Strong Breeze  
from the Northward, ship in sight

Sunday Jan 29<sup>th</sup> 1854.

Commenced with  
light & pleasant weather, & fine  
breeze from the S, run in close  
to the Land but saw nothing.

Monday Jan 30<sup>th</sup>

Commenced with  
light & variable winds, with considerable  
swell, at 12 o'clock. sized off from  
Whales got dinner & at 2<sup>1/2</sup> hours  
the 3 Boats and gave chase, the  
Whales were very shy, & such a heavy  
swell, they prevented the Boats so  
we returned at dark unsuccessful.

Tuesday Jan 24 1853.

fresh Buzes & heavy swell from the N. at 7 A.M. sailed  
sprink Whales again, got Breakfast and  
toward all 4 Boats and gave chase  
there are 3 other ships in sight  
but it is our chance, after chasing  
the whales about 10 miles at  
blow so hard we gave them up.  
The Capt got very near to them  
several times but could not get  
on, & the last we see of them they  
were going to the windward like jehus  
so we came aboard at 2. at 3 P.M. spoke  
ship Mount Vernon of N.B. 16 Mon 12.00.  
at 3 P.M. saw more whale, but  
it was so near sunset that we did  
not get to them before dark  
so we came aboard again.

Wednesday February 25 1853

Commenced  
with strong Buzes & heavy swell  
from the N. at 8 A.M. sailed whales  
again, but they were going to the  
windward, so fast we could  
not keep the run of them so  
gave up the chase and came  
aboard, so ends 2 ships in sight.



Thursday Feb 2<sup>nd</sup>. 1839.

Commenced with  
fierce winds, & heavy squalls employed  
putting & repairing the Rigging &c. so  
much. 2 ships in sight.

Friday Feb 3<sup>rd</sup>.

Employed at ship  
duties. 1 ship in sight.

Saturday Feb 4<sup>th</sup>.

light air &  
variables. employed at various jobs

Sunday Feb 5<sup>th</sup>. 1839

Commenced  
with light air & calm, several ships  
in sight, at 4 P.M. spoke ship  
Abigail again, had seen whales once  
but did not get any.

Monday February 6<sup>th</sup>.

Commenced with  
fine & pleasant weather. ship sight-  
Kurakaka Bay, employed at putting  
new throat segins on the main Rigging  
saw 3 ships in sight.

Tuesday Feb 7<sup>th</sup>.

Commenced with  
light & pleasant weather. employed  
splicing the segins fore & aft,  
saw 4 ships in sight  
at 2 P.M. spoke ship Edgar of Boston  
spring.

Wednesday February 4<sup>th</sup> 1853.

Commenced with  
light airs & variable, 4 ships in sight  
employed at various jobs. at 2 P.M.  
hailed up the starboard cable, & got  
the starboard anchor of the Bow,  
steaming for Koroakea Bay, at 4 1/2 P.M.  
came to and anchored, the ship  
Northern Light, was laying at anchor.  
so ends

Thursday Feb 5<sup>th</sup>.

Pleasant weather,  
while at anchor, & All hands employed  
washing ship, & making preparations  
to paint. This morning while at  
work in the fore hold, an accident  
happened to me, which causes me to  
to lay by, while washing, on a cask of  
water the bunkhook slipped off & struck  
me close to my right eye, however it  
is not so bad as it might be, for  
if it had struck me in the eye it would  
spoiled it for life.

Friday Feb 10<sup>th</sup>.

All hands employed  
washing & painting ship. finished  
painting outside, to day, so ends



# Karakakoa Bay.

Saturday Feb 11<sup>th</sup> 1834

Commenced with  
pleasant weather, all hands  
employed painting inside at  
5 P.M. finished, & the old  
ship looks as nice as a War Vessel,  
in a Glass gutter.

Sunday Feb 12<sup>th</sup> 1834.

Pleasant  
weather, & All hands the privilege  
of going Ashore,

Monday Feb 13<sup>th</sup> 1834.

Commenced  
with light & pleasant Breezes from  
Seaward, 2 ships in sight off  
the Bay, employed chopping  
Wood ashore, & fitting and Repairing  
the old Horesail aboat, to end.

Tuesday Feb 14<sup>th</sup> 1834.

Commenced with  
pleasant weather, employed stowing Cask  
for the put water in also stowing away  
the Wood, &

Wednesday Feb 15<sup>th</sup>

Employed at  
various duties, saw 2 ships off the Bay,  
also made preparations to sail in the  
morning.

got a few more

Thursday Feb 16<sup>th</sup> 1854.

Collected all hands at 4 A.M. and hove short & got underway with light & variable winds, employed stowing the Anchors, fitting the 1300 tons of stores at 4 P.M. spoke the bark Sarah Sheaf, of N.B.

Friday Feb 17<sup>th</sup> 1854

Commenced with a pleasant breeze from the N.W. at 7 A.M. kept up for 2 hours, at 10 lowered the standard Boat & Capt. Willis went ashore. All hands employed breaking up coal for a cargo of Iron Shells, also Cooper employed setting up shooks for water. at 2 P.M. The Capt. returned, so ends.

Saturday Feb 18<sup>th</sup> 1854

Commenced with light airs & variable ship working to the Northward employed employed making a Rack between decks to put the spare lumber in, also setting up shooks for water. better fresh strong Breeze, from E.N.E. ship heading N. at 12 P.M. Tacked ship heading S.W. so ends. bound to Hilo.

Sunday Feb 19<sup>th</sup> 1854.

Commenced with fresh Breeze, from E.N.E. ship heading S.W. beating up to Hilo distance 80 miles so ends.



## Laying in Ylio

Monday 1<sup>st</sup> Feb got commenced  
with strong Breezes from the N.E.  
Ship heading S.E. under all sail  
Watchmen stood in various duties  
the A. & A. of New Bedford in  
sight. Latter part rain A. & P. M.  
I hauled a back in the mouth of  
the bay waiting for a Pilot the  
A. & A. went in at 6 the Pilot came  
on board but it was too late to go in  
Broke forward and stood off shore  
with a light breeze from the southward  
so ends

Tuesday Feb 2<sup>nd</sup> 1854

Commences  
with light Air & calm At 10 A.M.  
got a breeze squared the yards and  
run in Dressed the Anchor and the  
Capt. went ashore with his wife & sons

Wednesday Feb 2<sup>nd</sup> 1854

Commences with  
fine weather All hands employed  
in getting of water & stowing it down  
& Whips in port the Saratoga of N.B.  
A Gail of N.B. Barque Isabella of N.B.  
Sloop Hietes of New London  
Barque Shepherd of Mystic

While

Thursday Feb 23<sup>rd</sup> / 54  
Employed in getting of water

Friday Feb 24<sup>th</sup> / 54

All hands employed in stowing  
down water 2 ships arrived Kaintow  
Capt. Maskell - and a box lunch ship  
so ends

Saturday Feb 25<sup>th</sup> / 54

All hands employed in stowing down  
water so ends

Sunday 26<sup>th</sup> / 54

The Starboard watch on shore on liberty  
so ends

Monday 27<sup>th</sup> / 54

Starboard watch on shore so ends

Tuesday 28<sup>th</sup> / 54

Starboard watch on shore so ends

Wednesday <sup>Mar</sup> 29<sup>th</sup> / 54

A plenty of rain to day the watch to shore  
so ends

Thursday Mar 2<sup>nd</sup> / 55

The watch on liberty so ends

Friday Mar 3<sup>rd</sup> / 55

The watch on liberty so ends



Chilo

Saturday Mar 4<sup>th</sup> 1854  
One watch on shore the other mending  
an old foresail so ends

Sunday Mar 5<sup>th</sup> 1854  
The watch on liberty so ends

Monday Mar 6<sup>th</sup> 1854  
All hands employed in cleaning  
out the fresh water tank & getting  
casks ready for another raft of water  
so ends

Tuesday Mar 7<sup>th</sup> 1854  
All hands employed in getting off  
water also got the ship ready for  
sea and took Capt. & Wills things  
on board so ends

Wednesday Mar 8<sup>th</sup>  
Waiting for a wind to get out - 2 ships  
arrived today the French ship Winslow  
of Havre so ends

Thursday Mar 9<sup>th</sup> 1854  
Waiting for a wind arrived today the  
ship James Murray of N. B. & the  
Gideon Howland of B. so ends

Y. H.

Friday Mar 10<sup>th</sup> 1854

Begins and ends raining All hands on board all ready for sea so ends

Saturday Mar 11<sup>th</sup> 1854

All ready for sea doing nothing of any account so ends

Sunday Mar 12<sup>th</sup> 1854

Commences with a strong Breeze & a heavy swell from the northward  
A boat got a man in irons in the run  
on suspicion of his running away  
so ends

Monday Mar 13<sup>th</sup> 1854

Commences with a strong Breeze and a heavy swell all ready for sea so ends

Tuesday Mar 14<sup>th</sup> 1854

Commences with plenty of rain all ready for sea so ends

Wednesday Mar 15<sup>th</sup> 1854

All hands employed in taking the ship out into the passage so far so  
be ready to run out the first fair wind  
4 ships arrived to day Barque Franklin of  
N. B. & the Gov Grange of S. the Barque  
Harmony of New London so ends



Yoko

Sunday Mar 16<sup>th</sup> 1854

Commenced with a fair wind. At 3 A. M. called all hands & made sail. But the wind left us and we had to let down & sent all hands below until 6 A. M. when we got under weigh got out about 2 miles when the wind left us again. Lowered 2 Boats to tow the ship off the land but could not the swell and current was so strong we found ourselves going ashore. Dropped anchor within a  $\frac{1}{4}$  of a mile of the Breakers At 7 P. M. furled the sails & sent all hands below. At 6 P. M. the Capt came on board so ends.

Friday Mar 17<sup>th</sup> 1854

Commenced with a fair wind. At 2 A. M. called all hands & weighed anchor made all sail and succeeded in getting out At 10 A. M. shaped our course for Yochie for Potatoes so ends

Saturday Mar 18<sup>th</sup> 1854

Commenced with strong Breezes from the N. E. & hove under double reefed 1/2 sails Yochie's distance 6 miles At 8 A. M. made sail and ran in At 9 dropped our anchor & sent the Boats on shore after Potatoes At sunset got off all the Potatoes about 100 Barrels so ends.

# Oahu

Sunday. Mar 19 1854

Commences with strong S. B. breeze from the N. E. lying at anchor. At 1 A. M. called Elliott's and U. do. He raised topsails and weighed anchor and ran out of the bay & steered W. N. W. for Honolulu in company with the Emerald of Sag Harbor. Latter part doubt-raised the fore & main topsails. At sunset - Diamond Head Bearing W. Distance 15 miles so ends

Monday Mar 20<sup>th</sup> 1854

Commences with strong B. breeze from the N. E. ship under doubt-raised topsails lying off & on at Oahu. At 7 A. M. the bark went on shore at sunset came off again so ends.

Tuesday Mar 21<sup>st</sup> 1854

Commences with light B. breeze from the N. E. ship lying off & on. At 7 A. M. went on shore and discharged the 2<sup>nd</sup> mate and 1 of the Boat's tiders & shipped a 2<sup>nd</sup> mate & Boat-stewer and a fore-mast-hand so ends.

Wednesday Mar 22<sup>nd</sup> 1854

Commences with light B. breeze from the N. E. ship under all sail steering W 1/2 N. Watch employed in picking over Potatoes. Latter part - Breathing out-water so ends.



# Passage to the Japan Sea

Thursday Mar 23<sup>rd</sup> 1854

Commences with light breezes from the N. E. Ship stowed W. watch employed in picking over potatoes & so ends

Friday Mar 24<sup>th</sup> 1854

Commences with light breezes from the Eastward the watch employed in fitting the fore & main lifts latter part sent up the fore top mast & top gallant standing sail's so ends

Saturday Mar 25<sup>th</sup> 1854

Commences with light breezes sheering W by N. the watch employed in mending the Gibbs fly jib latter part put out the Bow Boat so ends

Sunday Mar 26<sup>th</sup> 1854

Commences with light winds. Sailors day of rest. At 4 P. M. Tacked heading N. by W so ends

Monday Mar 27<sup>th</sup> 1854

Commences with light breezes strong by the wind employed in mending an old fore sail latter part so ends

# Passage to the Japan Sea.

Tuesday Mar 28<sup>th</sup> 1854  
Commences with strong S breezes from  
the westward watch employed in rattling  
down so ends

~~Friday~~ <sup>Wednesday</sup> Mar 29<sup>th</sup> 1854  
Commences with S breezes from the  
Northward & westward employed in  
rattling down so ends

~~Saturday~~ <sup>Thursday</sup> Mar 30<sup>th</sup> 1854  
Commences with strong S breezes  
employed in Rattling down  
so ends

~~Sunday~~ <sup>Friday</sup> Mar 31<sup>st</sup> 1854  
Commences with strong breezes  
steering W. wind E. S. E. employed in  
beating out water so ends.

Saturday April 1<sup>st</sup> 1854



# Passage to the Japan Sea

Sunday Sept 2<sup>nd</sup> 1854  
Commences

with light breeze & calms, ship under all sail  
heading W. latter part the same. 20 miles.

Monday April 3<sup>rd</sup> 1854  
Commences

with a light breeze from the North.  
ship under all sail & steering W, the  
wreck employed at various duties,  
such as making sprays, &c. Cooper  
employed making a Mizen Topsail  
Yacht, at 4 P. M. finished it, and  
set it up & bent the sail square.

Tuesday April 4<sup>th</sup> 1854

Commences with  
light Breezes from E. N. E. steering  
W by N, under all sail the wreck  
employed fitting the Rigging, Cooper  
repairing an old Spain Boat, &c. &c.

Wednesday April 5<sup>th</sup> 1854.

Commences with  
a strong Breeze from E. N. E. steering  
W by N. under all sail employed  
fitting & Repairing the Cutting Gear &c.  
Cooper finished his job to day. 20 miles.

Did not see the  
Harbour Boat.

# Passage to the Gulf

Thursday April 6<sup>th</sup> 1834

Commenced with strong Breezes from the Eastward ship steering N by N. under all sail. Wark employed at ship duties, Cooper making scuttles for the Oil Tanks. so ends.

Friday April 7<sup>th</sup>.

Commenced with fresh Breezes from E by S ship steering N by N. under all sail, Wark employed overhauling Brass Blocks &c. Cooper employed making the scuttles for the Tanks, so ends.

Saturday April 8<sup>th</sup>

Commenced with fresh Breezes from E by S ship steering N by N. all sail set. Wark employed overhauling Blocks &c, Cooper at work at the Tank scuttles. so ends.

Sunday April 9<sup>th</sup>

Commenced with fresh Breezes from E. S. ship under all sail steering N by N. so ends.

Monday April 10<sup>th</sup> 1834

Commenced with moderate Breezes from the Eastward ship steering N by N. under all sail, Wark employed Draining for Water, Cooper employed Hooping off Meat Barrels.

Tuesday April 11<sup>th</sup> 1834.

Commenced with light Breezes from E by N. steering N by N. under all sail. employed making springs on &c, Cooper employed Hooping of Meat Barrels. so ends.



Passage To Cupperan Head.

Wednesday April 12<sup>th</sup> 1834.

Commences with light Breezes from E. S. E., ship steering N. W. N. under all sail, employed at ship duty's, Cooper employed making Rags out of Barrels.

Thursday April 13<sup>th</sup> 1834.

Commences with light airs & calms, ship working to the Westward, Vack employed making springers, and mending a mat for the foot of the Main-top-sail, Cooper employed at Barrels, latter put light airs from the East.

Friday April 14<sup>th</sup> 1834.

Commences with light Breezes from E. S. E. steering N. W. N. under all sail Vack employed at various duty's, latter put the same.

Saturday April 15<sup>th</sup> 1834

Commences with light Breezes from E. S. E. steering N. W. N. under all sail employed mending the Fore top-sail, and lashing the Anchors at 4 P. M. bent the H. D. sail. Cooper employed making a small pump for the Oil Tanks. so ends.

Sunday April 16<sup>th</sup> 1834

Commences with light airs, accompanied with Rain, ship steering N. W. saw a ship steering to the Northward. latter put light Breezes & clear weather. so ends.

Monday April 17<sup>th</sup> 1854

Commences with light breezes from S. by E. ship steering W. under all sail much employed mending the old foretop sail, Cooper finished the Pump. latter part the same so ends.

Tuesday April 18<sup>th</sup> 1854

Commences with light breezes from the Southward ship steering W. under all sail, much employed mending the old foretop sail, at 4 P.M. finished mending the Foresail and Bent it. Cooper employed fitting Whelps on the Wind legs, so ends.

Wednesday April 19<sup>th</sup> 1854

Commences with light breezes from the Southward, ship steering W. by N. under all sail. Much employed making a fore top gallant sail, out of the <sup>old</sup> main-top sail, Cooper employed at the Wind legs.

Thursday April 20<sup>th</sup> 1854

Commences with light airs from S. by ship on the wind heading W. by N. under all sail much employed making a fore & Mizzen top gallant sails latter part the wind hauled to the Westward, backed ship heading S. W. so ends. Friday April 21<sup>st</sup> 1854.

Commences with fresh breezes from W. ship heading to the S. W. on the wind. Employed at ship stores &c. latter part the same.



## Passage to Japan.

Saturday April 22<sup>nd</sup> 1854

Commenced with light Breezes from the Northward, ship steering N by N. under all sail, work employed making Bone Spun yarn, & latter part the same.

Sunday April 23<sup>rd</sup> 1854

Commenced with strong Breezes from the N.W. ship on the wind on the starboard tack, under all sail, latter part strong Breezes, with Rain at 4 P.M. tacked ship, heading N by N. S. winds.

Monday April 24<sup>th</sup> 1854

Commenced with strong Breezes from the Northward, ship head N by N. under all sail, work employed at various trades, also Brought a fore & Mizen top gallant tops.

Tuesday April 25<sup>th</sup> 1854

Commenced with strong breezes from N.E. ship steering N by N. under all sail. Work employed making spun yarn, my self fitting my Boats &c. also the other Boatstainers employed at the Boats.

Wednesday April 26<sup>th</sup> 1854

Commenced with strong breezes from the N.E. ship steering N by N. under all sail, work employed making Bone Spun yarn, my self setting up Lion &c.

Thursday April 27<sup>th</sup> 1854

Commenced with light breezes from the N. ship steering N by N. work employed making Bone yarn &c. Cooper fitting the masts &c. my self & fitting my Boat sail.

Two days are passed in small low  
Islands, about 2 miles long apparently, barren and rocky.  
C. Rogers & C. M. Rogers Island, & small named.

Friday April 29<sup>th</sup> 1854

Commenced with light Breezes from  
the N.E. ship steering W. by N. under all  
sail, much employed at making Spungum  
myself setting up. Stoves &c., latter part the  
wind shifted to the S.W. accompanied  
with Rain, also saw several Water Spouts  
or Whirl winds. so ends

Saturday April 30<sup>th</sup> 1854

Commenced with light & variable  
Winds, steering N.W. under all sail  
much employed making Bone Spungum at 3 $\frac{1}{2}$   
finished, & got up the spare spars out  
of the Bleiberoom, and fished them over the  
stern so ends.

Sunday May 1<sup>st</sup> 1854

Commenced with light breezes  
from the Eastward, ship steering N.W. by N.  
latter part Rainy, so ends.

Monday May 2<sup>nd</sup> 1854

Commenced with fresh Breezes, and thick weather,  
ship steering N.W. under all sail, at 6 $\frac{1}{2}$  A.M.  
raised, Land, right ahead, and not but a little  
way off. but not knowing exactly where we  
were we ran until 7 A.M. when we found  
we were almost ashore, & in a bad place, for there  
was low Islands & Reefs, all around, ahead, so we  
heaved to the wind & Bowed the yards, heading E.N.E. with  
a Reef under our Lee not more than  $\frac{3}{4}$  of a mile off and  
Islands, ranging all along on the Lee Bow as far as we could  
see for the fog. but we soon gained an offing, by 12  
A.M. the wind bore S.W. the weather still thick &  
overcast: also saw 2 Snorks close in shore, latter part



# Loochoo Islands. May 1854

Monday. Continued.

Light airs from S.E. at 11 $\frac{1}{2}$  P.M. the wind  
changed to the Westward & breezed up, kept off E.S.E.  
20 miles. Below is a draught of the Islands as they  
appeared, (a nearly so) when we found ourselves so  
close to them, they are called the Loochoo Islands  
and belong to China.



A view of a part of the Loochoo Islands, bearing from N.W. by E. N.E. distance 1 mile.

Tuesday May 3<sup>rd</sup> 1854

Commenced with fresh breezes from the westward  
ship steering E.S.E. at 3 A.M. luffed  
to the wind on the starboard tack, and layed  
about until 4 A.M. when we wore ship, heading  
N.W. and layed about till daylight, breeze  
forward, the Land in sight, bearing from N.W. by  
to N.W. E. distance <sup>from 15 to 25 miles</sup> 15 miles, at 12 o'clock got into  
a Passage between 2 Islands, called Breakers, Is  
& Long Island, the latter appeared to be in a good state  
of Cultivation & thickly Inhabited, for we could  
see a great many Huts & the ground appeared  
to be all layed out in plantations, and  
looked very nice, also saw several Chinese  
Bunks, at anchor, & a great many small  
Boats, or Carvers, lying up on the shore  
but although we saw cattle, yet we saw no People  
but that is easily accounted for, by their mistletoes  
rabbits, or, Coconuts, which the Chinese are noted for.

When I enquired the name of the above  
mentioned Island, and was told it was called, Long Island,  
I thought I should have liked it - much better if it  
had been Long Island. N. Y. instead of one of the  
Lochness, but however, I could not help admiring it,  
for, it reminded me of Home! (and there is no place like home)  
but my dream was cut short, by tacking ship  
and standing away from the Island, heading S. S. W.  
at 2 P. M. Tacked again, heading all clear of the land  
at 3 P. M. further by the Island all clear and entered  
the Eastern Sea, at sunset Long Island bore S.  
Beckers Island was out of sight, but there appeared  
another Island called Sulphur Island sight ahead, about  
12 miles distant at 8 P. M. passed Sulphur Island,  
the wind decreasing, at 9 passed the fly  
jib & main top gallant sail sails, the wind heading  
to the Northward, and increasing,

Long Island, bearing N. distance 14 miles.



Looe & Islands, & vicinity; May 1834

Wednesday May 3<sup>rd</sup>.

Commenced with strong breezes from N.W. ship heading N.N.E. under whole topsails at 3 A.M. doubled Reefed the Topsails. & wore ship, heading N.W. at day light saw 3 Islands, one bearing S.S.W. and the other two, about E. at 6 A.M. turned the Reefs out of the Main topsail, at 8 turned the Reefs out of the fore & Mizzen topsails, also sent in the jibb to Repair, and put a (Bouquet on it), at 12 all sail set and quite moderate, at 4 P.M. bent a Main Royal, latter part light air & calm, so ends.

Thursday May 4<sup>th</sup> 1834

Commenced with calm, at 6 A.M. got a light breeze from S.S.W. course N. set the Topmast & topgallant studding sail, Work employed Baking out Bread & Flour, from between decks and stowing it down in the fore hold. also finished the jibb & bent it. An altercation occurred to day, between the 4<sup>th</sup> Mate & a Boatsteerer a Brother Boatsteerer to day, which ended with discourse from the Capt. on the rights of Man & on matter the Authority of Officers, and Obedience of the Boatsteerers &c, making threat to enforce his laws, with the Rod of Injustice! in case of disobedience, or variance, but as it passed without any serious consequence, so I shall pass it without any further Remark.

latter part the wind veered to the N.E. backed ship heading N.N.W. so ends.

# Passage through the Eastern Sea.

Friday May 5<sup>th</sup> 1834

Commenced with light breeze from N. E. ship heading N. N. W. under all sail much employed getting the Foretopgallant sail at 3 finished it and bent it at 5 P.M. lowered all 4 Boats for a school of Blackfish but without success, latter part light airs and calm so ends.

Saturday May 6<sup>th</sup> 1834

Commenced with a light air from the Southward, steering N. W. under all sail, much employed Breeking out and stowing Back again for pleasure and sport, latter part fresh Breezes from S. E. course N.

Sunday May 7<sup>th</sup> 1834

Commenced with a moderate breeze from S. E. under all sail steering N. at 4 P.M. hauled in the Studding sails, furled the Topgallantails, at 5 P.M. doubled Reefed the Topsails & furled the Main sail, latter part strong Breezes ship heading E. S. E. so ends.

Monday May 8<sup>th</sup> 1834

Commenced with strong Breezes from S. ship heading W. S. W. at 3 A.M. wore ship, heading E. S. E. myself. employed making Iron sheaths, Middle part Rain, accompanied with Thunder & Lightning, latter part light & variable winds, turned the Reefs out of the Topsails. so ends.



Tuesday May 9<sup>th</sup> 1834

Commenced with light air & variables, also foggy, hauled up the Seaboard cable and bent it & got the anchor off the Bow in case of emergency, or better part foggy ship, laying aback. so ends.

Wednesday May 10<sup>th</sup> 1834

Commenced with fresh Breezes & foggy, ship, laying with the main yard aback, at 8 A.M. braced forward Lat. 33.30 on the main yard, and started along on Long 127.16 on the Starboard tack heading E. N. E. myself. fitting my Boat, at 6 P.M. tacked ship heading S. S. W. set in foggy again, and here we be, not in the Japan Sea yet; nor is there much prospect of getting there, as it is so foggy we dare not run, through the Straits, but I hope we shall have better weather soon, for we are all getting discouraged, (The 10<sup>th</sup> of May and no Whales, and a long way from the Ochotsk Sea,) At 11 P.M. hauled aback the main yard and started got Bottom at 62 fathoms also were ship heading S. S. W. so ends.

Thursday May 11<sup>th</sup> 1834

Commenced with strong Breezes from S. E. ship Lat. 33.33. heading S. S. W. at 12 1/2 P.M. double Reefed, the Long 127.42 to 44, at 9 A.M. pulled the main sail & Gable. also raised a sail, steering to the N by E. at 10 A.M. spoke her it proved to be the Ellen, of Edgartown, Capt. Huxford, 24 tons odd - 5 or 600 sperm.

Thursday Continued,

It being dragged to gain she kept on her course until 12, when she heaved to the wind at 3 P.M. ran down and spoke her again, and it moderated so that the Capt. came aboard and stayed 2 or 3 hours, latter part light breezes bearing N.E. by E. so ends,

Friday May 12<sup>th</sup> At 5<sup>4</sup>

Commenced with light and variable winds, ship heading to the N.E. at 7 A.M. made all sail, at 8 A.M. ceased Land, it proved to be the Island of Hothon situated in Lat<sup>t</sup> 34° 00' Long 128° 00' E. the Bark still in company about 6 miles distant, employed at various jobs, such as rearing the Cutting Yalls, Picking over Potatoes, also got the Capstan Spindle-out-of-deck, &c. at 1<sup>1</sup>/<sub>2</sub> P.M. lowered the Harbours Boat & tried the Current, found it setting 1/2 knot to the N.E. 70 fathoms water at sunset the Land of Bering from N.E. by N. to E. by S. and soon more ahead, bearing N.W. at 10<sup>1</sup>/<sub>2</sub> P.M. backed ship to the S.E. by E. 1/2 E. wind freshening, furled the fore and mizen Topgallant sails so ends then 24 hours.



Straits of Corea, Head Wind,  
Saturday May 13<sup>th</sup> 1864

Commences with strong breeze, from  
N. E. by E. ship heading to the S. E. by E. &  
at 2 A.M. tacked again to the N. by W. and  
set the Fly jib, and fore & main top gallant  
sails, at 4 furler them again the wind  
being gusty! at 7 A.M. tacked again  
to the S. E. by E. the Sound on this  
side of the Straits, appears very thickly  
inhabited, although the coast looked  
very rugged and Rocky, While the Island  
on the other side, looked very well, and  
appeared to be as thickly settled, and  
more so than the Main Land, I think.  
We saw 5 or 6 small flocks, running  
along close in shore, and a great many  
Bays & harbors, which appeared very thickly  
settled & well cultivated, at 12 A.M.  
tacked ship again to the N. by W. at 1<sup>1</sup>/<sub>2</sub> P.M.  
reaped the Fore & main Top sails, at 3<sup>1</sup>/<sub>2</sub>  
P.M. were ship to the S. E. by E. &  
at 4 single reaped the main top sail, and  
at 5<sup>1</sup>/<sub>2</sub>, were ship again to the N. by W.  
at 11 were again heading S. E. by E. & E.  
the sails,

L. C. Owen

While sailing the fore sail this morning  
we split it so we was obliged  
to head another  
The Ellen went under the anchor  
Lea, about 13 miles distant.

*(The Ellen out of sight.)*  
Sunday May 14<sup>th</sup> 1834  
Commenced with strong breezes from  
N.E. ship heading E.S.E. under reefed  
topsails, at 9 A.M. wore ship again to  
the N.N.W. at day light set the main  
topgallant sail, at 7 A.M. wore ship again  
heading E.S.E. saw several Humpbacks,  
and a great quantity of Birds, at 12  
or Meridian, the Land bearing S.S.W.  
Latter part moderated at 3 P.M. made  
sail, at sunset tacked ship heading  
N.N.W. no sail, no sails. 24 hours

*(saw a Whale to the southward  
supposed it was the Ellen.)*  
Monday May 15<sup>th</sup> 1834  
Commenced with moderate breezes  
from N.E. ship heading N.N.W. at 2  
A.M. the wind veered to the southward  
and Eastward, tacked ship, heading to  
the N.E., and set the standing sails.  
Wach employed mending the old fore  
sail, and jib, Cooper Repairing the cutting  
stage, at 11h P.M. lowered 2 Boats for  
Right Whales, (Ourselves & Co) and the Capt,  
but the right whales proved to be Shadows  
of Humpbacks, so we came aboard again,  
at 2h bent the fore sail, latter part variable  
winds and Rainy, at 7 P.M. saw some  
Land, on the larboard beam, so crept  
fast



# Japan Sea.

Tuesday May 16<sup>th</sup> 1854

Commences with light breezes and pleasant weather, steering S.W. & at 7 A.M. altered the course to N. the wind variable, saw a Pinback, much employed at various jobs, myself at work at my Boat, at 2<sup>1/2</sup> P.M. raised Land ~~on~~ ahead, an Island called Daggett's Island, at sunset it bore N.E. distance 15 miles, so ends this 24 hours.

Wednesday May 17<sup>th</sup> 1854

Commences with light breezes from S.W. steering N.N.E. under all sail, much employed at ship's duties, myself overhauling the Boat tackle, Middle part variable winds accompanied with some Rain, at 8 P.M. shortened sail to a close Reefed Main top sail, we are on Whale Ground, and

Thursday May 18<sup>th</sup> 1854

Commences with fresh Breeze from S.W. steering N.N.E. at 8 A.M. raised a Right Whale, lowered 3 Boats, but, without success, at 9<sup>1/2</sup> A.M. came aboard, at 10. lowered <sup>2<sup>nd</sup> mate</sup> again, and the 4<sup>th</sup> mate had a good opportunity to go on to a whale but made a fool of it, by stopping before he got far enough for the Boat to strike, however he got 1 Iron in his belly, but better luck next time, at 11<sup>1/2</sup> returned, got it in and lowered again, with the same success at 6 lowered again and frightened a whale so that he left half of his flukes behind him, shortening sail and set Boat crew overboard.

Whales in sight all day.

Lat 38. 38. North

Long 139. 39. East

Friday May 19<sup>th</sup> 1854

Commenced with moderate breezes from S.W. ship leaving S.S. & at 4 A.M. called all hands and made sail, saw several Whales but they were going to the windward like fish: so we concluded it was best not to try them, at 3 were ship heading the W.N.W. & I kept off to the Northward & Eastward, saw several Fin-backs and 1 Right-Whale but did not lower, at 9 A.M. raised sail on the foreboard Bow sheet for her, ~~to speak her, and~~ at 11<sup>h</sup>, spoke her it proved to be the Bark Gentleman Captain Cartright of Sag Harbor, 2 Years out - 300 Tons, & while this season have been here about a month, at 1<sup>h</sup> P.M. were ship heading to the N.W. at 3 P.M. the Bark tacked for a while and we also lowered for the same one but our Whale left for the windward so we came aboard again, and set Hake Tack again, so made the wind haul

to the S.S. & Saturday May 20<sup>th</sup> 1854

Commenced with moderate breezes from S.S. & ship heading S.W. by S. at 6 A.M. lowered 2 Boats for a whale, and began to haul enough, so that I dashed my line but the whale was under water so deep that I did not hit him, so we came aboard, set 8, at 2 P.M. raised more whals, lowered all 4 Boats, and the Capt got slightly fast, the fish being under water the same as in the morning, at 6 returned, also lowered again for a whale but could not get to him before sunset so we came aboard again, shortened sail & set 3 Boats crew waiting

Lat 40<sup>th</sup>  
Long 130.25-

Lat 20<sup>th</sup> 39.56  
Long 131.07

Lat 20<sup>th</sup>  
Long 131.07











# Excise in Japan Sea

Sunday May 21<sup>st</sup> 1854

Commenced with light airs and calms, sluz,  
under short sail, at 4 A.M. cut out all  
hands, made sail, &c. at 7 A.M. lowered  
all 4 Boats in pursuit of Whales, but  
they were as wild and shy as hawks, we  
however, got very near several times  
so that Mr Parker told me to try one  
but he was too deep under water, the  
2<sup>nd</sup> mate also got quite near them several  
times, but not near enough to strike  
although his Boatsteerer started, but had no  
chance, at 1 P.M. came aboard and got  
dinner and lowered again for a lone  
whale, and we got on again, I started  
and the Iron hit the whale, but the  
peg broke and the Iron logged and  
would not go in, and the Whale was off  
in a jiffy, and we all came aboard, at  
sunset shortened sail, so ends.

Monday May 22<sup>nd</sup> 1854.

Commenced with light breeze,  
from the Eastward, ship by the weather  
at day light made sail, and saw  
plenty Whales, lowered all 4 Boats and we  
got on & struck, at 6 A.M. turned overboard  
up, at 7 took him alongside, the other Boats  
off and the 3<sup>rd</sup> mate fast, at 10 the Boats  
returned, during this time, Wm. & J. Kimball  
his Boatsteerer got quite badly hurt, by being  
taken out of the Boat by foul line, at 8 commenced  
basting, at 11 P.M. finishing basting and cleared  
up the deck, saw more whales to the Northward

No chance  
P.W.

2<sup>nd</sup> mate  
No chance  
P.W.

No chance  
P.W.

Lowered Boat  
P.W.

Cruise in Japan Sea

Lowered 3 Boats in pursuit, the Bow 3 but remaining  
aboard, the 2nd got a slight chance, and  
fastened, but ~~drained~~ ~~the~~ we got on and struck  
but the Iron ~~drained~~ ~~the~~ ~~we~~ ~~got~~ ~~on~~ ~~and~~ ~~struck~~  
about 50  
John's line, so we came aboard, shortened  
sail, and set the watch Whales spouting all  
around us so ends.

Tuesday May 22<sup>nd</sup> 1854

Commenced with fair wind, weather ship  
under easy sail, at day light saw plenty  
Whales, lowered 3 Boats, and struck  
3 Whales, I saved 1 to Mr. Jinkens Boat.  
got him along side at 7 A.M. got Breakfast  
and came on board cutting, finished at 2 1/2  
also saw plenty more whales, lowered and  
we struck and drained, so ends.

Wednesday May 24<sup>th</sup> 1854

Commenced with variable winds, ship under  
short sail, at daylight saw plenty Whales  
lowered 3 Boats, but the whales were  
very shy, however I darted twice but they  
swam deep, at 4 P.M. started the fireworks  
at sunset shortened sail, and set fireworks  
so ends.

Thursday May 25<sup>th</sup> 1854

Commenced with light airs and variables  
at day light made sail, saw plenty  
whales, lowered ~~Lowered~~ and I darted  
but did not strike, too far off. rig got 11.00  
Irons. and the boat got a chance and fired  
but it would not work, we struck a  
at 5 P.M. and cut from him at sun-  
set - 2.00 employed Boiling,



Rambling Hunter

Friday May 26<sup>th</sup> 1854  
Commenced with light and  
variable winds, employed Boiling, and  
chasing Whales, at sunset Thunders  
sail and set the Watch.

Saturday May 27<sup>th</sup> 1854  
Commenced with fresh Breeze from  
S.W. ship, cruising for Whales, employed  
Boiling, and setting up shooks, Whales  
are scarce, saw one but did not  
lower, for him, at sunset Thunders  
sail & set the Watch, so day we fitted  
some Lewis to shoot in the Bomb  
Lance Guns, one for the Starboard, and  
one for the Larboard Boat.

Sunday May 28<sup>th</sup> 1854  
Commenced with moderate Breeze  
from the S.W. ship heading to the  
N.W. employed Boiling, saw several  
Finbacks, but no Right Whales latter part  
light air and calm, 20 miles.

Monday May 29<sup>th</sup>  
Commenced with light air and variables,  
employed Boiling, and at 8 AM,  
commenced stowing down in the Main  
locks, at 10 AM. we led down  
the works, and all hands employed  
clearing up decks, and stowing down  
latter part fresh Breezes from the  
S. ship heading S.S.E.

Tuesday May 30<sup>th</sup> 1854

Commences with light breezes from S.S. ship heading E. employed stowing down, at 6 P.M. finished, the 2. whals stowed down 166 bbls, now we are ready for more whals, but we have not seen any for the last few days, but we hope for the best, and expect to see some more very soon, so ends.

Wednesday May 31<sup>st</sup> 1854

Commences with light airs and variables ship, stowing N. by E. employed setting up shooks, also put the cutting falls below, at sunset shortened sail, so ends.

Lat. 39.16 N. Long 131.52 E.

Thursday June 1<sup>st</sup> 1854

Commences with light airs and calms, at day light made sail and kept off N. by N. employed Breaking out shock heads, from between decks and setting up shooks, mid day part foggy, no whals of any kind seen.

Friday June 2<sup>nd</sup> 1854

Commences with moderate Breezes from W. N. W. ship heading S employed setting up shooks, at sunset tucked ship heading N. W. saw several Furber's, &c.

Saturday June 3<sup>rd</sup> 1854

Commences with light-breezes from W. N. W. ship N. W. at day light-made sail, employed setting up shooks, and drying Bone, &c.

Super Sec.

A. W. Bedford



Sunday June 4<sup>th</sup> 1854

Commenced with light Breezes from S.W. ship heading W. N. W. at furlled the light sails, and set the Work middle part light Breezes, at day light made sail, heading to the Westward, so much, with Guff and fresh Pig for Dinner.

Monday June 5<sup>th</sup> 1854

Commenced with light breezes from the Westward ship heading to the N.W. at 1 P.M. raised some Right-Whales lowered the Boats, and the Lieutenant or 4<sup>th</sup> mate, got near enough to shoot at 1 but did not hit him, he was so small, we saw quite a number of whales but they were small, what we called Scraggs, would make about 20, or 30 bbl, also saw the Land, bearing from N.W. to S.W. distance 25 miles at sunset shortened sail, middle part light air, and variables, at day light made sail, saw 2 Right Whales, and lowered for them but they were going to the Westward, so fast we could not keep in sight, of them so we came aboard, so much with light, air and calm, the Land bearing from W. N. W. to N. W. distance 30 miles.

Lat. 39.09. N

Long. 122.00 E

Lat 39.11. N.  
Long 128.32. E.

Tuesday June 6<sup>th</sup> 1854

Commences with light air, at 1 P.  
M. got a light breeze from the South-  
west and Westward, ship standing on  
for the Land, at 2 P.M. raised  
Whales, towed all 4 Boats, and the  
2<sup>nd</sup> Mate struck, the other 3 Boats  
also fusing, (Ourselves included) and  
the Whale Run away with all 4  
of Ours, to the Windward, until sunset.  
Our line parted and the 2<sup>nd</sup> Mate  
cut, to try and kill him, and the 3<sup>rd</sup>  
mate got foul line, and had to cut  
and the 4<sup>th</sup> mate had to cut at sun-  
set, so ends this great days work, a  
little desay, run away with 4 Boats  
with 5 Drags, 2 Drings, and 250 fathoms  
of line, & Great-Work! Middle part  
moderate, at day light made sail,  
se. ends, with fresh Breeze from  
the Northward,

Wednesday June 7<sup>th</sup> 1854

Commences with fresh Breeze from  
N.N.E. ship heading N.W. for the Land  
at 3 P.M. took ship heading  
S.E. by E. the Land about 8 miles  
distant, also saw a large junk, run-  
ing along down the Land, the Land  
appeared to be settled, for we could  
see plenty smoke, and fires, all along  
the coast, at sunset shortened sail, mid-  
night anchored, go. ends, saw plenty  
Firebacks, Land about 20 miles distant

(Saw plenty Firebacks)

39.05. N | 128.05. E.



Lat 39.43. N. Thursday June 8<sup>th</sup> 1854,  
Long. 128.49. E. Commences with light breezes  
from E, ship heading N. N. E. at 1  
P. M. raised a Right Whale, lowered  
all 4 Boats, but, the Whale took the  
bait, and, cleared, at 3 P. M. returned  
unsuccessful. Middle part light air,  
Cooper employed, making a Tanning Laythe  
se ends with plenty Finbacks, in sight.

Friday June 9<sup>th</sup> 1854  
Commences with light airs and  
pleasant, weather, ship steering N. E. by E  
under all sail, employed making  
a Tanning Laythe, at 7 P. M. set the  
fore top mast studding sail, and set  
whole Wakes, Hursah!!! for the Cohok,  
Middle part light Breeze from, the South  
ends, Cooper employed making a Tanning Laythe

Saturday June 10<sup>th</sup> 1854  
Commences with light breezes from the  
Southward, ship steering N. E. by E.  
saw no Fish, at sunset the mist hauled  
about, Mid part light Breeze, employed  
Picking over Potatoes, and making a  
Tanning Laythe.

Lat 42.43  
Long. 128.49.

Sunday June 11<sup>th</sup> 1854.

Commences with light breezes from the South  
ward, and Eastward, ship steering E. by S. the  
Land, bearing from E. N. E. to N. N. W. the  
nearest about 12 miles distant, Middle  
part light, airs, latter part fresh  
Breeze from the S. W. ends.

Monday June 12<sup>th</sup> 1854

Commenced with strong breeze from S.W. steering N.E. by E. under all sail, at 6 P.M. saw several Right Whales, close to the ship, and furled the topgallant sails & jib, & reefed and furled the Fore & Mizzen Topsails and hauled to the wind on the starboard tack, heading S. by E. met first strong Drizzle, and thick fog. at 3 A.M. wore ship, heading N.W. by W. set the fore & Mizzen Topsails, at 7 A.M. wore ship again heading S. by E. latter part moderated so ends, still remains foggy. Lat. 42.43. N.

Tuesday June 13<sup>th</sup> 1854 Long. 134.20 E.

Commenced with light ~~and~~ and variable (thick fog) employed fitting the Whales, Blocks, and running a New wheel Rope, &c, ~~and~~ at 4 P.M. cleared off, saw 1 Finback, also saw the land, bearing W by N. middle part light air and thick fog, so ends, the Cooper & the Old man employed fitting the Cabin stove,

Wednesday June 14<sup>th</sup> 1854

Commenced with light air and thick fog, ship heading W. by N. heard several whales, around the ship, suppose they were Finbacks, middle & latter parts, light air, and

foggy. all hands employed making Puddles and doing them, all but old Bills which no one can do, or him self either, so ends, saw several Sharks around the ship.



Thursday June 15<sup>th</sup> 1854.

Commenced with light  
airs and variable, ship heading to the Southwest  
and Eastward, thick fog as ever, Foggies still  
the rage, Bill Simkins training the Dog, myself  
Home sick. (To the stomach) middle part, light  
airs, and Foggies. latter part the same, so ends, all sail set.

Friday June 16<sup>th</sup> 1854.

Commenced with light-airs  
from the Eastward ship heading N. N. E. under  
all sail, as much fog as ever, at 7 P.M. heard  
several Whales, spouting, called it a Whight-Whale,  
by the sound of, his Voice. also heard a  
sound, like the wash, or Rippling of a dead Whale,  
and it smelled Wholy enough, for a dozen Whales  
at 7<sup>th</sup> were ship to the S.E. and sounded,  
or tried to, but could not get bottom with the  
deep sea line, who towed our boat; and we  
pulled off in the fog, Prospecting, but  
we found the Prospect was slim to make  
any discoveries, for it was most dark so we  
came a brace again, having heard our Whales only.  
And the post-light airs & Foggies. latter part  
at sunrise it lighted up, and had the appearance  
of clearing off, at 5 A.M. set in thick again, until  
7 when it cleared off again, and we saw a ship  
about 4 miles off cutting, so ends, light-airs  
and no Whales in sight.

I am, the sick Hemlock, appears to be getting a little better.

Seal-down the Fox, Royal, good.

Saturday June 17<sup>th</sup> 1854.

Jim Hunsaker, pulled out 2 of his teeth.  
He said that they hurt him like.

Commenced with lig air and clear, or partly so, employed fitting some blocks at the sturboard, davit-heads, to hoist the Boat, higher, also Cooper employed at the Tanning Layther at 3 P.M. got a light Breeze from the Northward and westward, kept off for the ship, but the wind was so light, and the Capt, so impatient, that at 3, towed the Scurboard, Boat and pulled to her, it proved to be the Benjamin Morgan, of New London, 3<sup>rd</sup> Season, 6 whales this season had picked up a whale they had struck, Monday, 12<sup>th</sup> at 8<sup>th</sup> P.M. returned aboard and shortened sail, Mistle part, most several attempts to be foggy, but finally was quite clear, with a fresh Breeze from the Westward, saw the B Morgan firing up to the windward of us, while Cousins' poor fellows are laying idle, but, hope for the best - which is best enough at any time, especially at this present time, at day light set the fore & mizzen topsails, at 4<sup>th</sup> set in foggy again, the B Morgan, close to, at 8<sup>th</sup> A.M. run down to her and the Capt came aboard to spend the day so ends.

Sunday June 18<sup>th</sup> 1854.

Commenced with a moderate breeze from the N.E. and thick fog, at 7<sup>th</sup> A.M. the Boat came for the Capt, and brought 3 coils of Tawlines Mistle part light air and foggy. but later part a moderate Breeze from the N.W. and thick fog. the Benjamin Morgan to the windward of us.



Monday June 18<sup>th</sup> 1854

Commenced with light and variable winds, ship under whole topsails heading to the Northward, at 2 P.M. cleared off, set the fly jib & main top, gallant sail & for sail the B. Morgan, about 2 miles off, at sunset took in sail, middle part fresh breezes, at daylight the fog set in thicker than ever, sounds,

Tuesday 20<sup>th</sup> 1854

Commenced with moderate breezes and thick fog. Middle part cleared off at daylight, made sail, saw the Benjamin Morgan on the Weather beam, at 6 A.M. raised a right whale, lowered 3 Boats and we got within about 6 fathoms, and I darted at him, ~~but~~ and because I did not hit him, several called it a Miss, so inds. The B. M. out of sight.

Wednesday June 21<sup>st</sup> 1854

Commenced with strong breezes from S. at 12 saw another whale and lowered for him, but without success, at 2 lowered again, and we got within hailing distance, but not near enough to shake hands, so he left on suspension, we saw some above us, at 4 P.M. set in thick fog again, at 5 P.M. furled the fore and main topsails, and reefed the main. The ship heading E.S.E. Middle part moderate, at daylight made sail, saw a to the windward, also saw a good many St. buck's - can ds.

Thursday June 22<sup>nd</sup> 1854

Commenced with light breeze from the Westward ship heading S. S. W. at 1<sup>st</sup> P.M. raised a sight-Whale, lowered 3 Boats, and chased him for about 3 hours, and got near enough to galley and drove him off, which we did do, so we came aboard, at sunset shortened sail, and put-moderated, at daylight-much sail plenty Finbacks in sight, also a ship. so sails, with a Whale in sight.

Friday June 23<sup>rd</sup> 1854

Commenced with light and variable wind, ship heading to the ~~East~~ after dinner, lowered all 4 Boats and <sup>gave</sup> gallied the Whale and drove him off, we got aboard by 2<sup>nd</sup> P.M. Yuck work. at 4<sup>th</sup> lowered again but with the same success, at ~~Sunset~~ shortened sail, the Land in sight, bearing W. N. W. distance 25 miles, middle part light air & calm at daylight at 4 A.M. got a fresh breeze from the Eastward, steering S.W. & also thick at 6<sup>th</sup> A.M. huffed to the Wind, with the broad yards aback. so sails with strong breezes, the Capt. employed at the Tanning by the

My shooting logs don't work  
abolished them again.



Saturday June 24<sup>th</sup> 1853.

Commenced with fresh  
Breezes from E. N. E. ship, laying aback, at 1 P.M.  
cleared off, kept off S. W. and turned the reefs out-  
of the main-top-sail, at 3 P.M. saw a Right Whale, but  
he was going to the windward so fast, that we did not  
lower. at sunset shortened sail, mid-lie put light-  
air and calms, & foggy. at 10 A.M. cleared off,  
made all sail, so cut, the Cooper employed  
working on the bottom Boat, out of the  
a fore-and-aft Boat. by putting on buttons,

Sunday June 25<sup>th</sup> 1854

Commenced with light-wind.  
and calms ship working to the South-East; at 6 P.M.  
saw 2 Caracaras, also saw 2 Finches, at sun-  
set shortened sail, mid-lie put light-wind  
and clear, at daylight made sail, at 11 A.M.  
set in thick fog so much.

Monday June 26<sup>th</sup> 1854

Commenced with light  
breezes & foggy. ship steering NE, at 1 P.M.  
cleared off, and we saw 3 Right Whales, lower  
at 4. Whales, in pursuit of them, but, could  
not get on, at 4 P.M. came aboard, and it  
set in thick fog again, at sunset set  
shortened sail, mid-lie put fresh breeze  
y, at 7 A.M. kept off N.E. by E. N. E.  
and turned all sail, so much, clear.  
1000 there.

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Tuesday June 27<sup>th</sup> 1854

Commences with light-breezes from the Southward and Eastward steering N. by E. & at 4 P.M. saw 2 right-whales, lowered, but without success. at 7 P.M. set whole watches, mid part light air, and variable, and foggy. at 3<sup>1/2</sup>, this morning, Tom, the Kanaka, that has been sick so long, departed <sup>from</sup> this world of sin to his long home, and resting place, ~~and may~~ which is a tribute, we all having it to pay soon soon we know not, at 8 A.M. lowered him up in his hammock, and prepared him for his grave which is the deep deep Sea. so ends, this sad day.

Wednesday June 28<sup>th</sup> 1854

Commences with fresh breeze from the Northward ship heading to the E. N. E. saw Whales, and lowered 3 times in the course of the day but without success, at 5 P.M. we consigned poor Tom's remains to the deep, with the usual ceremonies. mid. part strong breezes, at 6 A.M. saw a small Right-whale, and he came close along side, and would not go away, so we lowered the Boats, and chased him an hour or two, and ~~at last~~ succeeded in driving him away. so ends, with thick and heavy weather, and a whale in sight.



Thursday June 28 1854.

Commenced with fresh  
breeze from the Westward, at 1 P.M. closed  
sails and ran to weather for the whole, that was  
in sight. and we got on and struck,  
and Mr Parker shot a Bomb Turret into  
him and killed him, but did not  
surrender about 4 P.M. at 5 got  
him along side, got supplies and  
commenced cutting, at 3 A.M.  
finished cutting and sent the vessel  
aboard, the other work employed  
clearing up decks, latter part strong  
Breeze and Rain, so ended.

Friday June 30<sup>th</sup> 1854.

Commenced with  
fresh gales from the Northward  
accompanied with Rain, ship under  
short sail, heading to the Eastward  
nothing doing, middle part moderate  
at day light started the works, so  
ends employed Boiling &c.

Saturday July 1<sup>st</sup> 1854

Commenced with fresh Breeze & heavy  
swell from the N.E. ship heading N.W.  
under short sail, employed  
Boiling, middle & latter part, the same.

Sunday July 2<sup>nd</sup> 1854.

Commenced with fresh Breeze and heavy  
swell from the N.E. ship heading E.S.  
work employed Boiling &c. so ended.

Mr. Wm. H. Easterbrook

Bristol  
R.I.

Monday July 3<sup>rd</sup> 1854

Commenced with fresh Breezes and heavy swell from the N. N. W. ship heading S. E. by E. middle part the same so ends, all hands employed stowing down.

Tuesday July 4<sup>th</sup> 1854.

Commenced with fresh Breezes from the Northward, ship on the hornet, heading E. by E. all hands employed stowing down. at 12 $\frac{1}{2}$  lowered 2 Boats in chase of Whales, and finished again! Middle and latter parts light Breezes, so ends.

Wednesday July 5<sup>th</sup> 1854.

Commenced with light and pleasant breeze from N. E. ship on the wing heading N. N. W. all hands employed stowing down. lowered 3 Boats for a Right Whale, and chased him about 10 miles, then left him, and went aboard. got aboard at 4 P.M. and the wind headed to the Westward, kept of N. E. by N. for the Cohoik again, at 6 finished stowing down, the Whale stowed down about 166 bbls. Middle and latter parts light breezes, from the Southward, all sail set.



Names of the Ship, Crew and Officers, on

Capt. James M. Wallis & Wife (as Passengers) of N. Bedford.

Mate. Benjamin Tilton.

2<sup>nd</sup> Mate. Thomas Wood.

3<sup>rd</sup> Mate. Francis Hurley.

4<sup>th</sup> Mate. John H. Nolan.

Cook. Daniel Chapell.

Wm. N. Simpkins

L. C. Green

Charles Jones

Antonie, Jr. Spinnard

N. Bedford

" " "

Mr.

N. Bedford

Wendy Joseph

Mr. Beck

N. Bedford

Swann

Boatswain





Vessels Name. Where Belonging. Masters Name  
List of Vessels Spoken & Amount of Oil

Vessels Name	Where Belonging	Masters Name
B. K. Nimrod	Sag Harbor	Capt. Green
Ship. Mawra	N Bedford	" " Reynolds

Ye. Day of Months.	Amount of Wight.	Amount of Spun.
Dec. 25 <sup>th</sup> 1853.	200 lbs.	200 lbs.
Aug 15 <sup>th</sup> 1853.	400 "	100 "



Whales Raised & by whom, raised

Laurel C. Over.	11
Wm. L. Simps. kins	1111
David A. Chapfrell	11

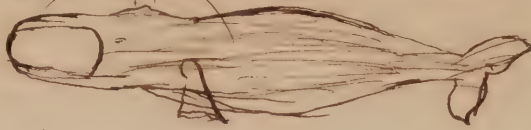
Starboard Boats, Whales, & Fish.  
Oct. 30/52. struck & saved a sperm Whale. 93. bbl. sp.  
14 Boats.



# Labour Boat, Whales & fish.



Out-Line.



Labour Boat got 11 Boheads, and stuck 16





Allice

12

Ami

L. D. Coll.

Book for Mr. D. D. Coll.

1844



